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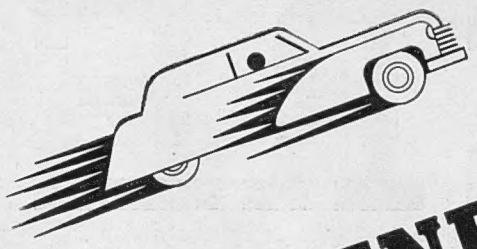

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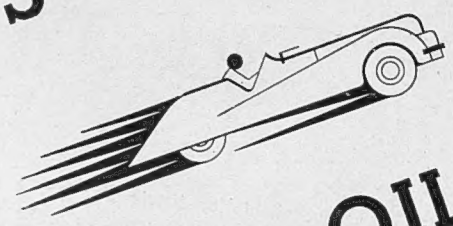

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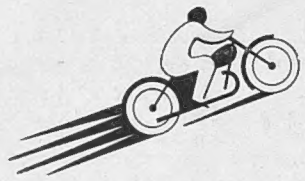

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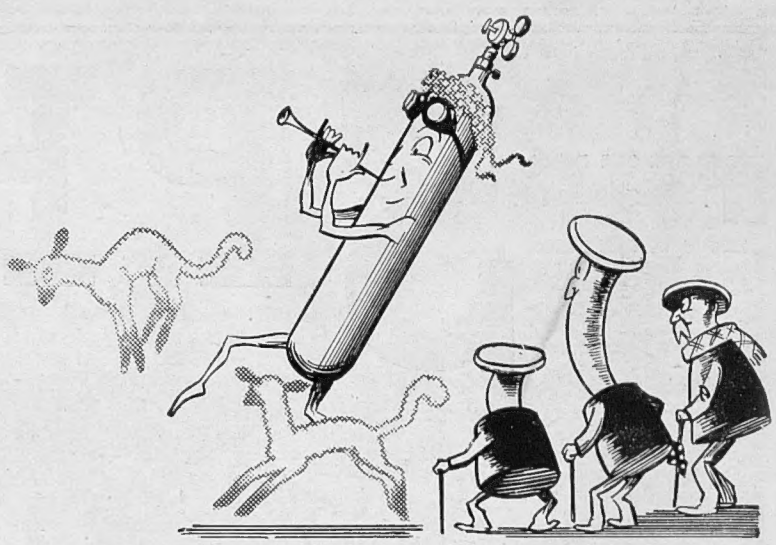

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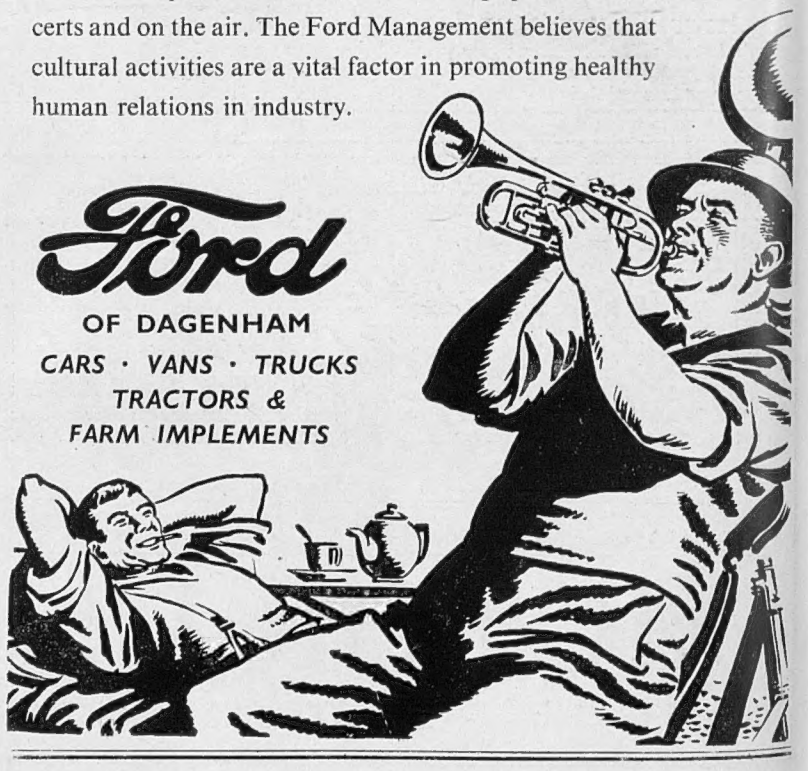

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Volume CXCVI No. 2562 The SPHERE, London, March 12, 1949

THE SPHERE
With which is incorporated "THE GRAPHIC"
The Empire's Illustrated Weekly

THE PRIME MINISTER IN BERLIN—MR. ATTLEE BEING GREETED BY GENERAL CLAY, THE AMERICAN MILITARY GOVERNOR, ON A VISIT TO THE TEMPELHOF AIRPORT: The main purpose of the Premier's German visit was to inspect the air lift and to congratulate British and American air crews on their joint achievement

Although while in Berlin Mr. Attlee met some leading Germans in the British sector, any political motive behind his visit was strongly denied, its main purpose being to show official appreciation of the tremendous services achieved by those who have participated in the air lift. The visit, however, was much appreciated by Germans of the western sectors at a time when they were experiencing some of the hardest weather of the winter. Mr. Attlee arrived at Gatow airport on the night of March 4, being met by General Sir Brian Robertson, the British Military Governor. He had travelled to Berlin in a York aircraft of No. 24 Squadron, R.A.F. On the following day the Prime Minister had an intensely full programme, visiting Tempelhof Airport, where he met General Clay, the American Military Governor, and inspecting the control tower and operations room where he saw the whole working plan of the joint British-American air operations. Mr. Attlee later described the air lift as "one of the wonders of the world." In the afternoon Mr. Attlee made a lengthy tour of Gatow, which receives more aircraft a day on the air lift than either the American airfield at Tempelhof or the French airfield at Tegel. Later he drove, in a snowstorm, to the house of General Robertson, where he took tea and talked with leading Berlin politicians. Last Sunday the Prime Minister left Berlin to visit Lubeck, Celle and Wunstorf, three of the air-lift bases in the British Zone

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A LONDON NEWSLETTER

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Russian Reshuffle. — Any action or change announced by Moscow is a matter for excited speculation by the Western world. The optimists hope that any change will be a change for the better, a change of heart. The pessimists shake their heads and declare that it is the mixture as before —or perhaps stronger. The Iron Curtain conceals the truth until the next move solves the mystery. Mr. Molotov has handed over to Mr. Vishinsky. Does this imply a change in Russia's foreign policy? It is difficult on a review of recent history to find more mellowness in Mr. V.'s "No" than in Mr. M.'s. But some in America declare that the change clearly foreshadows Russia's return to splendid isolation, and some, only a little less exuberant, find in the change a clear sign that the West is winning the Cold War. All this speculation is wild and dubious, except in one thing. It shows very plainly how anxiously the world waits on Russia, how very completely she has gained and held the initiative in the war of nerves since the war ended. But I doubt not that inside Moscow there is as much fog and doubt and speculation as in any Western capital. None, I am sure, holds a larger inner circle of frightened, puzzled key-men.

THE HAVOC OF THE GALES—A HOUSEBOAT WASHED ASHORE AND LEFT IN A PRECARIOUS POSITION AT BENFLEET, IN THE THAMES ESTUARY, WHERE THERE WAS WIDESPREAD DAMAGE AND FLOODING AT THE BEGINNING OF MARCH: The gale, which greatly increased the volume of water in the Thames and other tidal rivers, reached a velocity of 60 to 70 m.p.h., with gusts at 80 m.p.h. in some parts. Many ships were forced to seek shelter in harbours. Others at anchorage were blown adrift, and cross-Channel services were delayed. Sea walls were damaged and breached along many stretches of the East Coast, and there was particularly serious flooding at Wells, Norfolk. Last week-end widespread snow followed. (Pictures of the London floods will be found on page 376 of this issue)

Our Army: W.O. Taste in Hats.—Still as of old, the W.O. taste in hats is brass hats. It has been so at least since the middle of the First World War. I recall a trench co-operation between my own Brigade and a French Brigade. Our Brigadier, a stickler for etiquette, met the French Brigade Commander, surrounded by his staff, and introduced us one by one. Brigade-Major, Staff Captain, Signal Officer, Transport, Bombing, M.-G., and what-not (we were seven or eight). And the Frenchman in his witty way confessed that he could not compete in pomp as he was a *bonne à tout faire*, with a boy to help with the rough. And now an Infantry Brigade requires a staff of thirteen officers instead of the pre-wars' three. Small wonder if, with the paring-down of our sixty to seventy regiments of the line—the bones and beak of our Army—we can muster precisely one fighting division and our Army invites exaggerated comparison with that of Monaco in its ratio of officers to men. I am very sure Sir W. Slim accepts the danger and the absurdity of staff and theory run riot, and will do what he can to bring the Regular Army back to brass tacks and free from brass hats. The prestige of officers can only be regained by enabling them to know their men as *regimental* officers, and to train them in the battalions as units and not outside as students detailed to courses. A Regular Army of 250,000 so trained and officered is not much to ask. The extra 100,000 would be of more value than the 150,000 hoped for under National Service and badly needed in industry. If that last 100,000 can be achieved, National Service could be reduced in point of time and numbers to a duty of citizenship neither grievous nor crippling to industry. It could become a matter of six months' basic training for 50,000 men at most. And if that end were attained, the country would rejoice.

Provost of Eton.—The King has approved the appointment as Provost of Eton of Mr. C. A. Elliott, headmaster since 1933, the first layman to be headmaster. He is an Old Etonian and now about sixty years of age. He is an historian, as was his predecessor, and his headmastership proved a sound appointment. By his appointment the beginnings of a precedent for choosing the Provost from among the school's masters are apparent, for in recent appointments such a choice now largely preponderates; indeed, that of Lord Quickswood was the only recent instance of an outside appointment. Thus at a time when the universities frequently adopt the practice of introducing new blood and business or administrative ability in a wider field into the headships of their colleges, Eton is tending rather the other way. The Provost has now no concern with the teaching in the school. His post was created in the original foundation of 1440. Under an Act of 1868 Commissioners appointed the governing body to consist of a Provost and ten fellows and the foundation to comprise Provost and governing body, a head and lower master of the school and two "Conducts," or chaplains. The former are concerned with the economy and broad policy; the latter are responsible for the teaching and discipline of the school. Mr. Elliott is, of course, perfectly equipped to undertake either function.

B.B.C. Programmes.—Every national service, whether for purposes of entertainment or instruction or for the ordinary amenities of civilised life, is presumably ever looking ahead for improvement and variety. I have been wondering just how much longer the millions of listeners to the Home Service programme will complacently switch on; how long before the cry is heard that something should be done to vary and improve it. There *is* a sameness. I must confess that, though a lukewarm and very occasional listener, I grow tired of the regular features. I find the vein of "Twenty Questions" worked out. I have had enough of party-political broadcasts. Even "Much-Binding" no longer binds me. For the Brains Trust I am lacking in sympathy. I am very tired of the explanatory voice of America. All these are obvious lines and features for broadcasting, no doubt. But it seems to me that, like a stock company playing Gilbert and Sullivan in the provinces, there is from time to time an urgent need for re-dressing the pieces and re-allocating the roles. I dimly conceive the possibility in the not remote future that the B.B.C. may be hard put to it to maintain its appeal, unless television can come to its aid within the purse of millions. If that is not anticipated, the B.B.C. should not remain much longer so complacent.

Socialism and Colour. — The present Government may not be so determined as older "imperialist" British Governments to splash red on the map of the world. But they yield to none in their desire to prevent another power from doing so. And in the domestic sphere they are showing every day that they do not under-rate the importance of restoring morale in introducing colour in a drab and gay capital and a drab and grey existence. Thus they give priority to paint over efficiency in the British Railways. The engines and coaches and stations go gay in various shades before the time-table is tackled or the permanent-way repaired. The declining art of the canal-boat decorators—with their traditional designs of castle and flower—is to be encouraged rather than condemned with the small proportion of the narrow boats which ply on the narrow waters under national control. The London statues are being restored to their pristine and brighter hues and a drastic process is to return Cleopatra's needle to its original pink. Paint and parterres, window-dressing and window-boxes, are all in the Socialist programme of making austerity and drabness less noticeable and more bearable. It shows imagination and merits a word of approbation and perhaps a word of warning. It serves no permanently useful purpose to paint over a rusty surface. The rust needs to be painfully scraped away if the coating is to save the rot. But a rusty greenhouse painted dazzling white gives a cheerful effect for a time and encourages fresh efforts towards flowery effects.

Blood Sports — Filed for Reference.—A late note (for purposes of record) on the anti-blood sport panic. What an immense amount of energy (and even of money) has been poured out by the sporting fraternity and the countryman on the defence of their right to amuse themselves as they choose! What enormous bogeys they built of those little Private Bills to curtail their traditional sports! All last summer I was bored by much of their printed and broadcast propaganda. I confess I thought it a waste of energy, liquidating a butterfly with a steam-hammer. I never thought those little Bills had a chance of success. The Socialist Government cannot afford to alienate half the countrymen better far to weaken temporarily the allegiance of a few "intellectuals" or cranks. The decline, in every field of sport, is all too apparent. The "little Bills" were from the first to be shrewdly judged as inconsiderable trifles. But what a sidelight on human inconsistency the bitter symposium revealed; on human illogicality, hypocrisy and lack of humour, too! No one bothered about the poor mole, crushed in its iron trap. The most rabid humanitarian (what a word!) swallowed the gaffed salmon while he wept over the little hunted hare, and the approved anti-sport societies could never disguise that monetary compensation (or the lack of it) was an equal partner with pity in the crusade.

Beaulieu Abbey's Appeal.—If there is one spot in this island that is dearer to me than any other, I think it is Beaulieu—its setting and approach through the New Forest, its river, its abbey, its lagoon of blue and gold seen through the little street of Buckler's Hard, where Nelson's ships were built. Not many years have passed in which it has not been my first spring pilgrimage. So when "the great bell of Beaulieu rings out," it strikes on my ears as pleasantly as when in boyhood I first read *The White Company*. To-day it rings out to call supporters to the aid of the old Frater which, since the monks of the Cistercian Foundation were dispersed, has served as the Parish Church. The building is in danger now. It is nearly 750 years old and £5,000 is needed to make it safe for another century. The small parish has contributed £1,000 and can do no more. But from among the thousands who have visited Beaulieu and loved it, the balance required should be easily forthcoming. Lord Montagu, Palace House, Beaulieu, Hants, will gratefully acknowledge subscriptions, large or small, for the Church Fabric Fund. And any readers who don't know Beaulieu in April should repair this gap in their experience in 1949.

THE OLD STAGER

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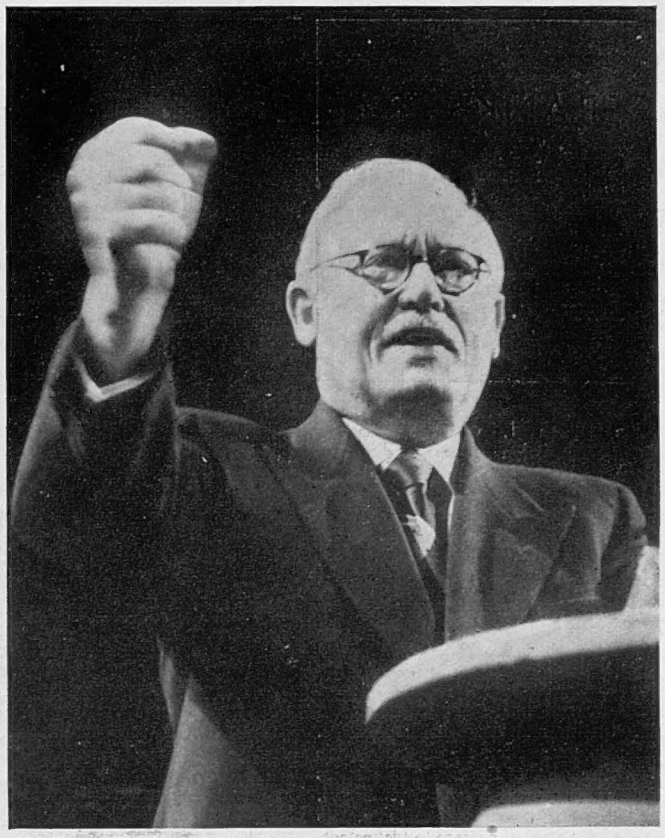
GENERALISSIMO STALIN WITH MR. MOLOTOV, APOSTLE OF RUSSIAN INTRANSIGEANCE, WHO WAS RELEASED FROM HIS DUTIES AS FOREIGN MINISTER IN A SURPRISE ANNOUNCEMENT MADE LAST WEEK-END, AND SUCCEEDED IN THAT OFFICE BY HIS DEPUTY, MR. VISHINSKY: Mr. Molotov retains his post as a Deputy Prime Minister of the Soviet Union, and while many in London and other capitals were at first mystified by the news, it was the general consensus of opinion that the change in Foreign Minister might mean only that Mr. Molotov was being freed from departmental duties so that he might concentrate on the more urgent tasks of policy-making. It has been pointed out that Generalissimo Stalin has progressively drawn his senior men into the Politbureau, while leaving the departmental duties to their deputies. Mr. Mikoyan, the Foreign Trade Minister, has been similarly relieved of departmental duties, but, it seems, still remains a power in Soviet policy-making. Mr. Molotov is fifty-nine years of age



MR. ANDREI JANUARI VISHINSKY, WHO HAS SUCCEEDED MR. MOLOTOV AS RUSSIA'S FOREIGN MINISTER: Since the end of the war in Europe Mr. Vishinsky has used his considerable powers of argument and invective in supporting the policy of his chief at the numerous conferences at which he has been a delegate—often his country's chief delegate. Mr. Vishinsky became Mr. Molotov's deputy at the outbreak of the European War in 1939. He was born in Odessa in 1883 and studied law there, and at Kiev University. He joined the Social Democratic movement in 1902 and worked for it in the Caucasus, becoming Secretary of the Baku Soviet. He was prosecutor in innumerable hearings after the Soviet rise to power, and in 1933 prosecuted at the Metro-Vickers trials which aroused such world-wide interest

MOSCOW'S POLITICAL RESHUFFLE

Mr. Molotov "Released from His Duties"; Mr. Vishinsky Promoted

MR. MIKOYAN AND MR. GROMYKO RECEIVING A KOREAN DELEGATION IN MOSCOW, ONE OF THEIR LAST DUTIES BEFORE LAST WEEK'S SURPRISE RESHUFFLE: Mr. Mikoyan (left centre, with black moustache) has now been released from his duties as Minister of Foreign Trade, and he is replaced by his deputy, Mr. A. Menshikov. Mr. Gromyko, who is seen (right centre) wearing diplomatic uniform, has become Mr. Vishinsky's Deputy Foreign Minister

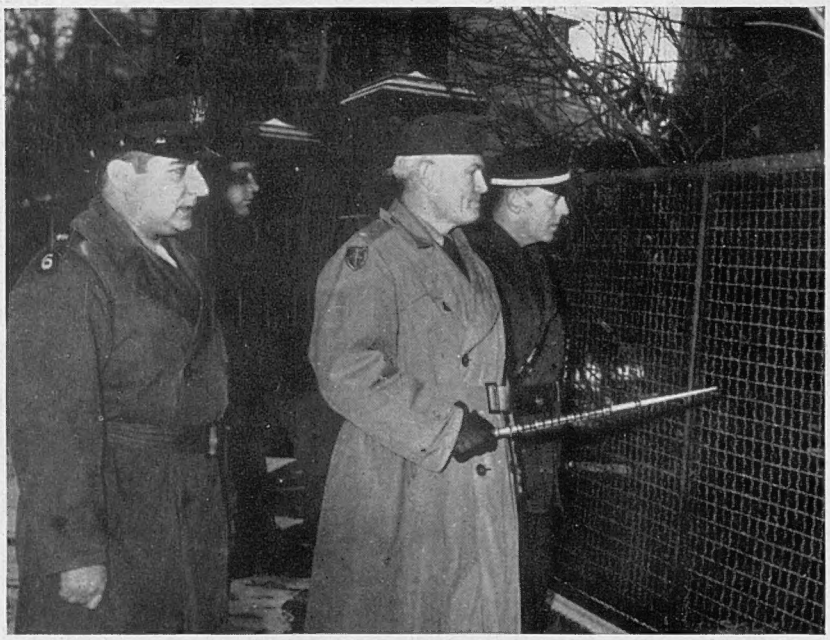
THEY CONSISTENTLY WORKED AS A TEAM: Mr. Molotov and Mr. Vishinsky at the Paris Conference in 1946, where they appeared as Foreign Minister and Deputy Foreign Minister. Mr. Molotov has always been more soft-spoken than his successor

FRANKFURT BLOCKADE

The Russian Mission and the U.S. Army

On March 1, when the Soviet Repatriation Mission did not leave their premises in Frankfurt-on-Main, as directed by the American Military Government, General Lucius Clay made preparations for blockading the building on the day following in an endeavour to force the Russians to evacuate. Earlier the Russian Government had protested against alleged obstacles being put in the way of the repatriation of Soviet citizens from the Western Zones of Germany and Austria, and had sent notes to both the British and American authorities. The decisive action on the part of the Americans led to the Soviet authorities authorising the withdrawal of the Mission. The eight members of the Mission, who were later granted passage to Helmstedt, were visited only by General Lazarev, head of the Soviet Military Mission, who claimed that right under the 1946 Military Missions Agreement.

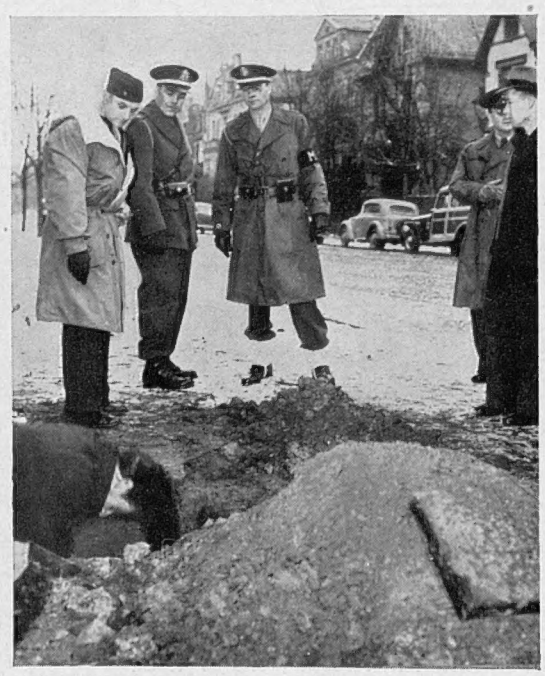
THE SCENE OF THE AMERICAN BLOCKADE IN FRANKFURT—THE HEADQUARTERS OF THE SOVIET REPATRIATION MISSION : American military policemen on guard outside the house which, under an order made by General Clay, U.S. Military Governor in Germany, had all public utilities cut off until the withdrawal of the Mission from the zone. After being subjected to these conditions for a day, the Russians received orders from the Soviet authorities, in Frankfurt, to leave the American Zone



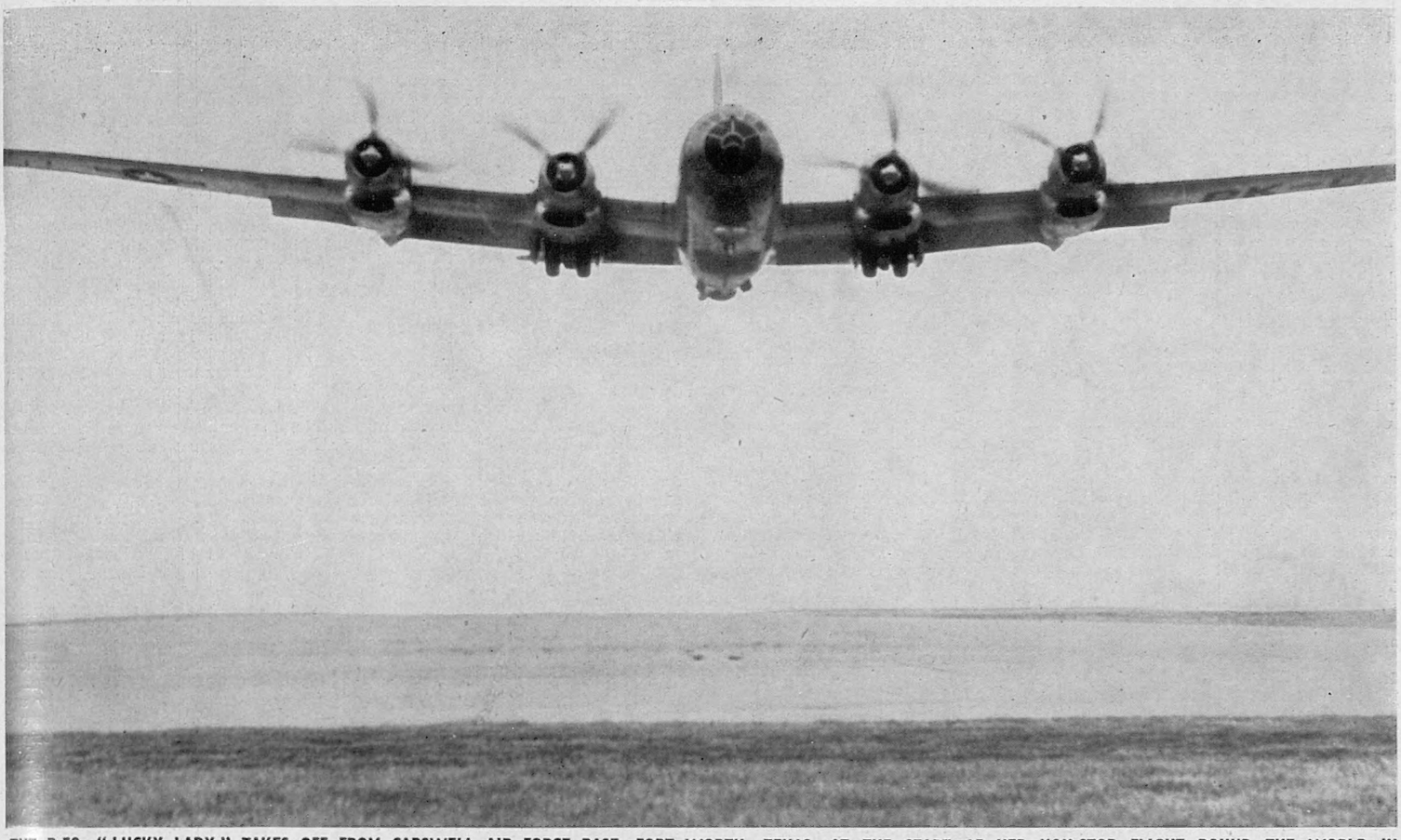
THE UNITED STATES PROVOST-MARSHAL IN FRANKFURT INSPECTS THE BARRICADE : Colonel Wood seen near the main gate to the house while making sure that no one had contact with the Russians. At various times he increased the guard as an extra precaution

CARRYING OUT THE ORDERS OF THE AMERICAN MILITARY GOVERNMENT : Members of the American guard outside the house refuse permission to enter to a Russian officer. Before the blockade the besieged Russians stated that they had a plentiful stock of food

ON GUARD OUTSIDE THE RUSSIAN MISSION : American Military Police forming part of the cordon. Marshal Sokolovsky, Soviet Military Governor in Germany, has branded the action of the Americans as "shameful"



MAKING THE BLOCKADE EFFECTIVE : *Left*—A German workman digging for the electric cable in order to turn off the supply. *Right*—Turning off the water supply. When it was believed that the water had been turned on again by the Russians, Colonel Wood had the pipes dug up for a complete inspection. When night fell, ten floodlights were switched on to assist the sentries, and a barbed-wire barricade was installed at the back of the besieged house



THE B 50, "LUCKY LADY," TAKES OFF FROM CARSWELL AIR FORCE BASE, FORT WORTH, TEXAS, AT THE START OF HER NON-STOP FLIGHT ROUND THE WORLD IN NINETY-FOUR HOURS: The plane, an improved version of the B 29 Superfortress, took off at 11.21 a.m. on a Saturday and arrived back at the same spot on the following Wednesday, having flown a total distance of 23,452 miles and having been refuelled four times en route by B 29 flying tankers, which transferred the petrol while in the air. Although described by the U.S.A.F. as a training mission and part of the continuing programme of flight refuelling training, the American Press has invested the Boeing's achievement with considerable political significance, evidencing America's ability to plant bombs on any part of the world from home bases should it ever become necessary to do so. The Boeing's route lay via the Azores, Southern Arabia, the Philippines and Hawaii, those being the four selected aerial refuelling points

THE ROUTE TAKEN BY THE B 50: A sketch-map showing the four refuelling points at the Azores (3,800 miles from the start), Dhahran, Arabia (6,200 miles from the Azores), the Philippines and Hawaii

THE SKIPPER OF THE "LUCKY LADY" RECEIVES OFFICIAL CONGRATULATIONS: Captain James Gallagher (right) greeted by Mr. Stuart Symington (left), Secretary of State for Air. In the centre is General Vandenberg, Chief of Staff U.S. Air Force

ROUND THE WORLD IN 94 HOURS

A Boeing B 50 Makes the First Non-Stop Flight

THE "LUCKY LADY" TOUCHES DOWN AT CARSWELL AIR FORCE BASE, FORT WORTH, AFTER CARRYING FOURTEEN MEN NON-STOP ROUND THE WORLD: The B 50 is powered by four Pratt and Whitney 3,500 h.p. piston engines, and has a maximum speed of 400 m.p.h. and a cruising speed of 300 m.p.h. The plane's normal service range is rather over 4,600 miles. The U.S.A.F. has ordered 377 of these machines. The non-stop flight was in part made possible by the British system of flight refuelling, sponsored with such energy by Sir Alan Cobham. Sir Alan's technicians have been working in America for some months

PROPAGANDA—AND THE FOOD PROBLEM

Some Thoughts on Governmental Bargaining

By FERDINAND TUOHY

TO hear some of our mouthpieces, official and otherwise, dilate on Britain's efforts, schemes and stratagems to feed herself, one could be led into the belief that this country has to be constantly on the alert against a ring of foreign extortionists.

Even the word "blackmail" is lightly thrown off—as when Mr. Fred Lee, Parliamentary Private Secretary to Sir Stafford Cripps, told a Manchester audience "we will not be blackmailed into paying high prices for Argentine meat"; this, by the way, as a prelude to one of Señor Miranda's non-arrivals here.

We lament "the megaphones of modern publicity" when they do us a dramatic disservice, as in the case of Mr. Mayhew, but do we realise sufficiently that these booming gadgets are functioning all the time, carrying abroad such a remark as Mr. Lee's, and that the cumulative effect is hardly one we would wish?

For a growing number of foreigners, and also citizens of the Commonwealth, do not share much-trumpeted domestic conceptions as to why this nation spares the necessary funds with which to meet the rising cost of foodstuffs, and are hardly impressed by the haggling and the niggling arithmetic, that attend too many trade, and especially food, negotiations to which Socialist Britain is a party.

What do these people see instead?

One view (interpreted by Mr. Robert Boothby) is that "we are refusing to take the food that the people of this country would like to take because we are pig-headed in our determination to set an example of rigid austerity to the Continent."

Foreigners assuredly see something more than that. They see us erecting the Welfare State, and devoting so much expenditure, lavishness of outlay in that direction, that the Government finds itself short—knowingly so—of adequate funds with which to pay the same prices for imported foodstuffs, as other countries are obliged to find—and do.

Take the case of Eire, whose farmers can get more money for meat sold to the Low Countries, than they can from Britain. Why shouldn't they benefit accordingly? In point of fact, such sales in Holland's case are in the exact image of the Marshall Plan, since they are saving the Dutch dollar expenditure on meat imports from the Western Hemisphere.

Yet Dr. Edith Summerskill promptly complained in the House about lagging cattle exports from Eire, the suggestion being that Irish farmers were holding out for higher prices.

The lady was as promptly told to look to her facts, by Mr. Dillon, Minister of Agriculture, who said that Britain was simply taking fewer store cattle, and that suitable beasts were hers for the asking.

Almost simultaneously the awe-inspiring Dr. Edith was corrected from "down under," over another remark of hers, to the effect that drought had killed 10,000,000 animals, and that Britain's short meat rations were affected in consequence. Australian officials denied this attempted additional excuse for the meagre meat ration here, and, enquiring where the lady got her figures, was told by the Food Ministry that they did not know.

The idea that the United Kingdom is practising such an austere mode of life under the Crippsian dispensation, as to be a model to other countries which overspend on the table and associate indulgences, is wearing a little thin. It all depends on the confines set to austerity. A nation or a government can be austere over food and amenities, and quite the reverse in other fields. Indulgence may merely be shifted to other quarters.

Foreigners fail to see anything notably austere in the fact that sweeping social services down to State wigs, are thrown in *gratis* in Britain, at the same time as wage rates almost meet the increased cost of living, and three or four hours have been knocked off the working week. All this denotes a marked self-indulgence, given the times, and in foreign eyes it eats up the money which could otherwise be paid out for more civilised nourishment, instead of our spokesmen and publicists making such a to-do over the Bad Man of Buenos Aires.

"Miranda's Meat" has been raised as a cry representing all that is evil in trading. "One Man's Meat" is the heading of a leading article at my elbow, which elaborates how Argentina has "screwed the last penny out of Britain for its meat and then defaulted on the contracts when there was a prospect of extra gain by selling elsewhere."

They are selling to the American occupation forces in Japan, and to Marshall Aid countries in Europe, and the Argentinos add that, if the shipments to Britain are in deficit under the Andes agreement, (a) far more meat is being eaten domestically, consistent with industrialisation and a rising standard of living, and (b) Britain was the first to depart from agreements.

The Argentinians argue that Britain first broke the convertibility of sterling into dollars agreement of 1946, and add: "We are sending you fine beef and we can no longer spend the sterling we are getting." Another thing that rankles with them is that we get meat from them at 7d. a pound which costs us 2s. a pound in the United States. Why shouldn't they ask 10d. a pound for it?

They have; and they say that, not only do they want 10d., but coal instead of luxuries from us . . . yet what do we demand for our coal? Four times what we used to ask before the war. Very well, say the Argentinos, up goes your meat correspondingly!

There are, of course, other matters vexing the meat issue.

If Doña Evita Perón has a rod in pickle for the British, she may have been justified in thinking that her being received in audience by His Holiness the Pope was sufficient endorsement for her to be received anywhere, as the wife of the second most important American Chief Executive, and even if she did qualify from farmer's daughter by way of the bright lights.

But it is our Labour people who bridle at the mention of Eva. Yet has she not the working-class solidly behind her? This working-class has been mystified into following a local form of Fascism? Well—what? What business is it of ours?

The same people who try to suck up to the giant who would slay us, presume to lay down the political law for Argentinos whose slaughtering is confined to sheds along the River Plate.

We are on firmer ground when we want to have Antarctica and the Falkland Islands before the World Court. There Argentina is wrong in not accepting.

The further reduction in food purchases from Canada attests in another form how relations may deteriorate under Government monopoly buying. Nobody in Downing Street seems to have weighed whether a little less Welfare State lavishness might not be worthwhile, if it enabled us to send to Canada some of the scarce goods she wants, and at prices less high.

A good deal of bitterness (we are advised) lies behind such comment as this, in the *Montreal Star*: "Our egg, apple, salmon and lumber producers apparently had better look elsewhere. The main current of British trade is not going to be changed for our sake."

Canadians contrast British gratitude over their wartime and other gifts and concessions to Britain with our conspicuously businesslike language today. In particular, they are not satisfied that the last word lies with Sir Stafford Cripps when he says that "we buy canned salmon from Russia, or timber from Scandinavia, or bacon from Poland because we can pay for it in sterling, whereas similar Canadian supplies would cost us dollars." What a chill there is about that! Aside from the fact that it can be challenged, inasmuch as imports from anywhere can in the end be obtained only by the dispatch of exports in payment.

Reluctance to grasp the outstretched Canadian hand (figuratively, holding food) can have but one sequel: Canada will turn away from this country and concentrate on the United States. As a small, overpopulated island dependent on others for most of our food until we grow it ourselves, or until ground-nut schemes begin to yield, the part of wisdom may be to ensure our food in a world clamouring for it, by cultivating those who offer it to us.

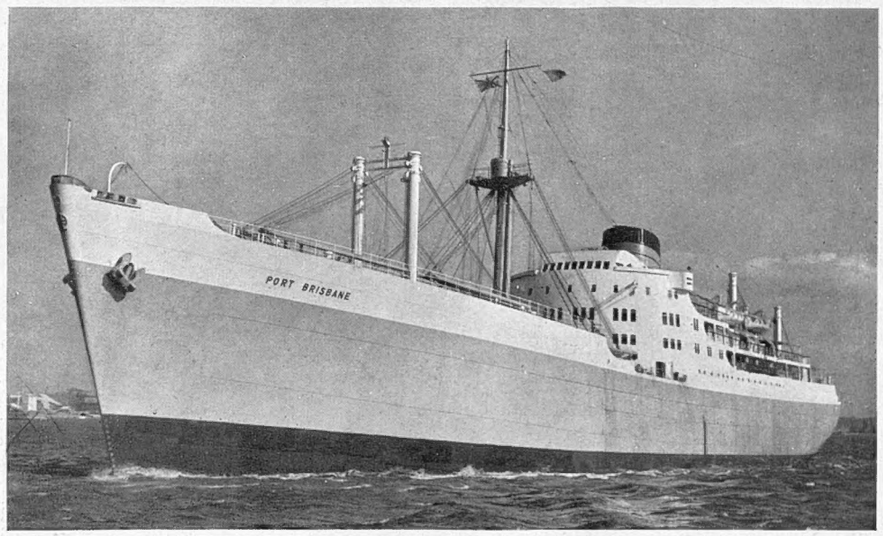
Soon the Australians are going to charge us more for mutton. If they were Danes, they'd be called extortionist. The same sort of thing is liable to happen over and over again, and if our politicians decline to pay what other nations are prepared to pay, complaining about extortion will get us nowhere.

Instead of shaking the hand that would feed us, there seems to be a genius in some quarters for giving offence. This came out again in the case of France, a country whose fate is linked completely with our own. France has an agricultural surplus and can be paid in soft currency. Yet what happens when the French stretch out their hand over the table? Propaganda up and down this land that they wish to sell chiefly inessentials and luxuries!

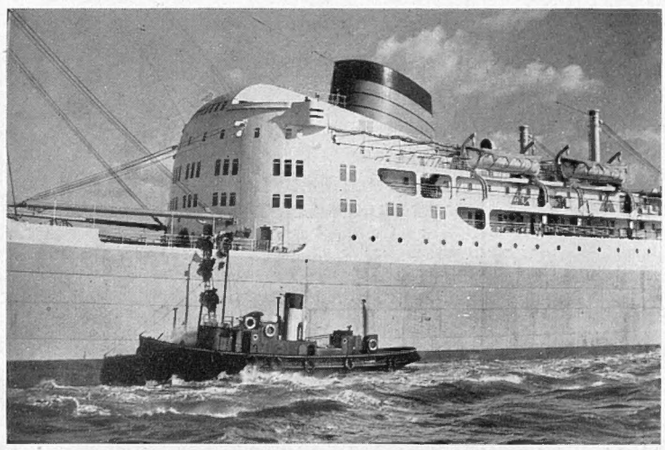
Even if this were true, there is our own Economic Survey saying in black and white: "Any attempt on the part of European countries to confine international trade to essentials is likely to have repercussions that will be disastrous all round."

How true the propaganda was, appeared in the French export figures to Britain for the first half of 1948: wine, liqueurs and spirits, £800,000; woollen and rayon goods, timber, cotton and chemical products, £3,600,000. Why, indeed, should not some good French food be added to those exports from so very close at hand, provided the French people appreciate that it is sound economically for them . . .

We need to shake hands very cordially indeed with all those who are menaced by our sides. Yet the view of M. Pleven, a firm friend of Britain, is that Sir Stafford should declare "whether Britain has made her choice between imperial self-sufficiency and European economic co-operation." Here is fresh opportunity to speed the latter—by taking liberally of French food surpluses. For some reason Whitehall appears to be much more cordial over taking Russian crab, Polish bacon and Hungarian goose.



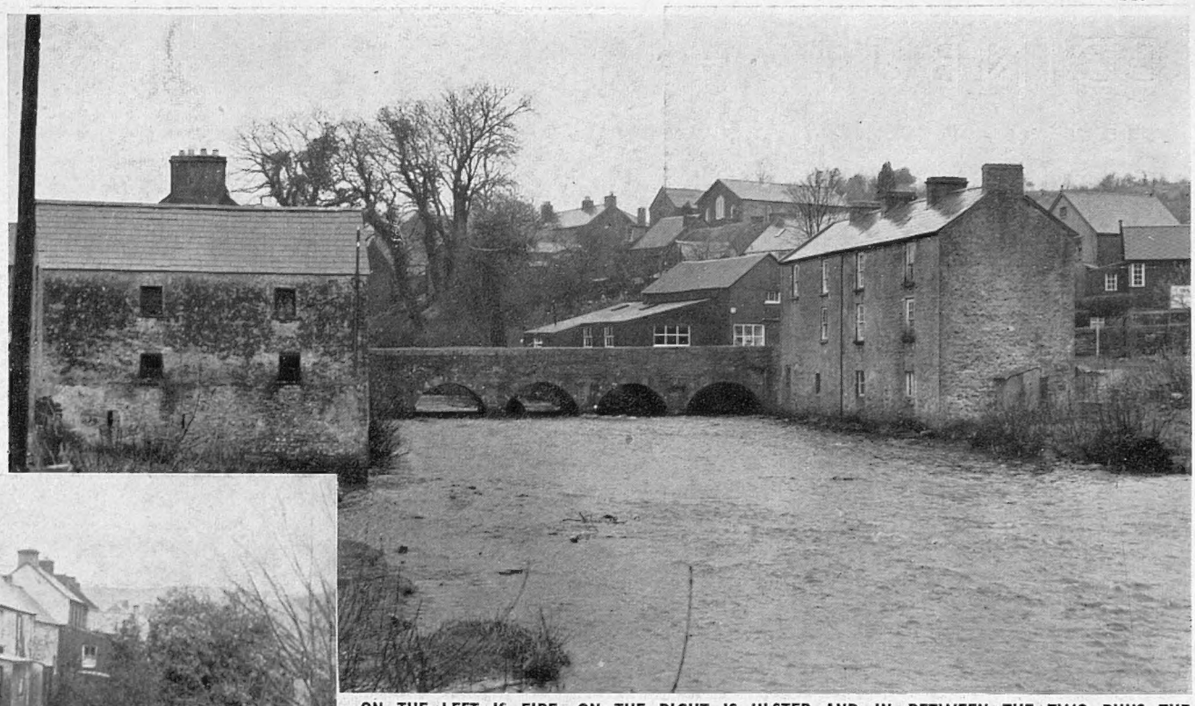
A NEW AND STATELY SHIP SAILS UP THE THAMES: The 12,450-ton "Port Brisbane," which is to be used on the route between Britain, Australia and New Zealand, making her way up-river from Gravesend to London Docks. She was inspected by the Queen last week



THE "PORT BRISBANE" IN LONDON RIVER: The new passenger-cargo liner seen on her arrival in the Thames at Gravesend. This streamlined vessel, with the squat funnel and superstructure of striking design, was built at Wallsend-on-Tyne. She has accommodation for twelve passengers, and two-berth cabins for the crew are on an elaborate scale. The refrigerated cargo-space of the "Port Brisbane" is an outstanding feature

WHERE PARTITION is a DAILY PROBLEM

Pettigoe, Half in Eire and Half in Ulster



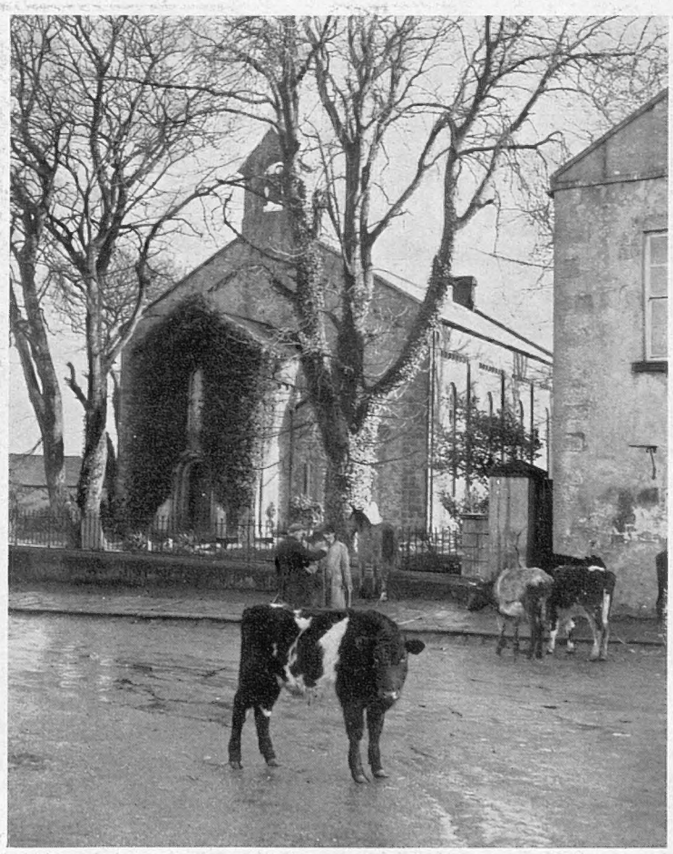
ON THE LEFT IS EIRE, ON THE RIGHT IS ULSTER AND IN BETWEEN THE TWO RUNS THE TURBULENT RIVER TERMON : A scene in the little borderland town of Pettigoe, which lies astride the frontier between Fermanagh, Northern Ireland, and Donegal, Eire

ERNADOTTE BRENNAN LOOKS OUT ON THE TURBULENT WATERS OF THE TERMON : She is the daughter of a general-store owner in the part of Pettigoe which belongs to Eire. Pettigoe lies to the north of Lough Erne. About 10 miles to the west is Donegal Bay

Only Ireland could have produced the situation in the little border town of Pettigoe flanking the counties of Donegal and Fermanagh, rift by partition and the tiny River Termon, as turbulent as the Irish temperament. Partition may make the world's headlines now and then, but it 's an eternal problem for the 365 citizens of Pettigoe—two-thirds of them living in Eire, the remainder in Northern Ireland. They have two of everything in this town. To keep them in order there is a double police force—one owing allegiance to the Crown, the other to the Dail. Petty crimes they handle independently, but there 's full co-operation when smugglers and other big-time lawbreakers are on the prowl. Post services are duplicated. On each side of the main road bridge—there are two more spanning the Termon—is a Customs post. They call one Pettigoe, the other Tullyhommon—because even an Irishman couldn't sort out the trouble if both bore the same name. For the menfolk it 's cheaper to walk across the frontier and drink and smoke in Eire. Cigarettes are only half the price at 1s. 8d. a packet, beer 8d. a pint, and whisky 3s. a glass. And if the Ulster housewife, tired of English-scale rations, fancies a steak for dinner, she pops across the border, buys what she wants, and strolls back again. Customs officers don't mind, so long as things are kept within bounds.

A BUSINESS MEETING ON PETTIGOE BRIDGE : Gardia James Galvin (left), of Eire's police force, with Sergeant McErlern, belonging to the Royal Ulster Constabulary

CUSTOMS MEN MAKE A SEARCH ON THE NORTHERN IRELAND SIDE OF THE LINE AT PETTIGOE : To save confusion this post, although within the town of Pettigoe, is known as Tullyhommon. Pettigoe lies on the main westerly road to Donegal



PONIES AND CATTLE IN THE STREETS OF PETTIGOE : A very Irish scene in front of the church. The free and easy behaviour of the livestock indicates that this main road to the west is far from busy

EDINBURGH

THE THREE-DAY ROYAL VISIT

The Ball at the Assembly Rooms: Inspecting the O.T.C. Guard of Honour

ARRIVING FOR THE BALL AT THE EDINBURGH ASSEMBLY ROOMS: Princess Elizabeth entering the ballroom followed by the Duke of Edinburgh and Miss Rodney Murray, sister of Sir Andrew Murray, the Lord Provost

PRINCESS ELIZABETH INSPECTING THE GUARD OF HONOUR OF EDINBURGH UNIVERSITY OFFICERS' TRAINING CORPS: Her Royal Highness, with the Senior Warrant Officer beside her, chats with the leader of the Pipe Band. The Princess inspected the O.T.C. after the ceremony at the M'Ewan Hall when the honorary degree of Doctor of Laws was conferred upon her by Edinburgh University

APPLAUDING A PERFORMANCE OF THE REEL ENTITLED "THE DUKE AND DUCHESS OF EDINBURGH": Princess Elizabeth is seated next to Sir Andrew Murray, the Lord Provost of Edinburgh, and the Duke is seated next to Miss Murray, the Lady Provost. The dance, held by Edinburgh Corporation under the auspices of Edinburgh's Youth Leaders, was attended by over 800 citizens, many of them prominent in the youth movement, and it was the climax of the second day of the Royal visit. On the same day the Princess and the Duke paid visits to four University hostels in Suffolk Road, Edinburgh

THE DUKE OF EDINBURGH SIGNS THE BURGESSES' ROLL ON RECEIVING THE FREEDOM OF EDINBURGH AND BECOMING A GUILD BROTHER: On his left hand stood Sir Andrew Murray, the Lord Provost of Edinburgh, and Princess Elizabeth sat on the Duke's right hand with Miss Murray, sister of the Lord Provost. Nearly 3,000 citizens gathered in the Usher Hall for the ceremony. Princess Elizabeth has been a Freeman of Edinburgh since 1947

THE PRINCESS and the BALLET DANCER

Some Highlights of the Royal Visit to Edinburgh

On March 1 Princess Elizabeth and the Duke of Edinburgh took up residence at the Palace of Holyroodhouse at the start of a crowded three-day visit to the Scottish capital. On the first day the Duke received the Freedom of Edinburgh, signing the Burgesses' Roll in the Usher Hall in the presence of some 3,000 citizens. On the evening of the same day the Princess and the Duke were again at the Usher Hall, this time to see a performance by leading Scottish concert and theatre stars. Among those received was Moira Shearer, the ballerina. On the second day of the visit the honorary degree of Doctor of Laws was conferred on Princess Elizabeth by Edinburgh University.

At the ceremony at the Usher Hall at which the Duke was received, Sir Andrew Murray, the Lord Provost, raised a great cheer when he spoke of the day when Prince Charles would receive as his birthright the Freedom of the City. "There shall be no doubt about his reception," said Sir Andrew Murray. "He shall receive that typical Scottish welcome we reserve only for those who bear our name."

The Duke of Edinburgh, in replying to Sir Andrew, made an appeal for service to the community as a means of fulfilling personal responsibility

PRINCESS ELIZABETH, WATCHED BY THE DUKE OF EDINBURGH, AS SHE CONGRATULATED MOIRA SHEARER, THE SCOTTISH BALLET DANCER, AFTER A PERFORMANCE, REPRESENTING ALL THE ARTS, HELD IN THEIR HONOUR AT THE USHER HALL, EDINBURGH: The Princess wore a crinoline gown of white satin, embroidered with crystals, and a diamond tiara and necklace. The performance took place on the first evening of the three-day Royal visit to the Scottish capital

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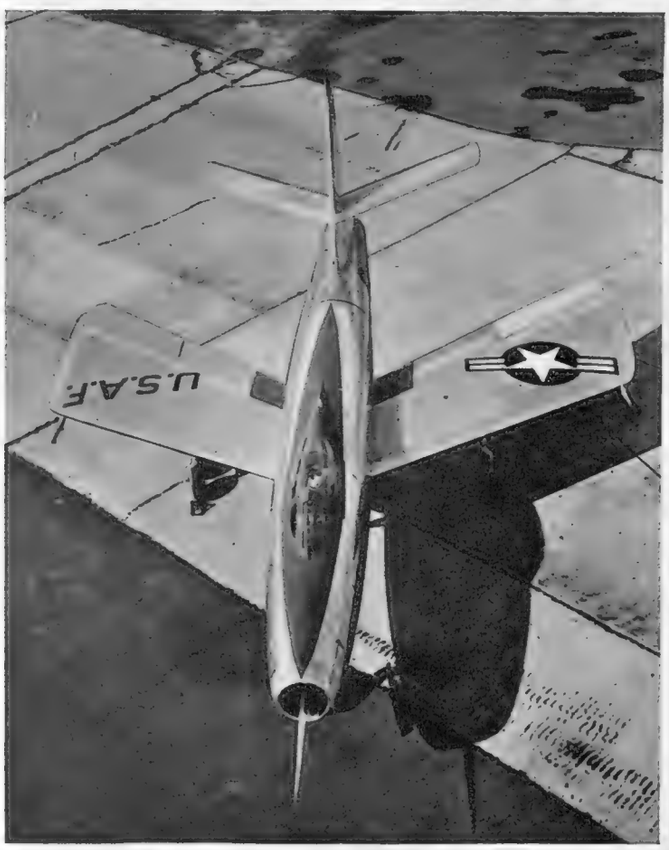
ATLANTIC FERRY

The Constellation Brings Relief Crews to the Berlin Air-Lift: The XF 91, a New and Unconventional Fighter

THE ATLANTIC DIVISION OF THE MILITARY AIR TRANSPORT SERVICE COMES TO THE ASSISTANCE OF THE BERLIN AIR-LIFT: This is one of the Constellations of M.A.T.S., which is carrying relief air crews from the United States to Europe. Starting from March 1, the Constellations are taking from America to Western Germany forty-four crew replacements on each trip, and they are also carrying certain essential engine replacements and spare parts. The flights start at Westover Air Force Base, Massachusetts, and go to Rhine-Main Airport, Frankfurt, via the Azores. This military version of the Constellation is capable of completing four transatlantic round trips with 352 passengers in less time than a C 54 requires to carry only 180 passengers on three round trips. Constellations can carry more than 8,700 lb. of pay-load over a distance of 4,000 miles non-stop, and still have some fuel in reserve. When carrying fuel for only 2,000 miles the pay-load can be increased without risk to 21,000 lb.



UNLIKE ANY WINGS NOW IN USE, THE WINGS OF THE XF 91 TAPER INVERSELY AND ARE WIDER AT THE TIP THAN AT THE JUNCTION WITH THE FUSELAGE: This characteristic is well brought out in this overhead view of the fighter taken before taxi-ing tests at Farmingdale, Long Island. The United States Air Force, in accordance with its new policy of being reserved about all new fighter and bomber types, does not announce what make of turbojet has been installed in the plane. Carl Bellinger, test pilot to the Republic Aviation Corporation, declared after taxi-ing tests that the XF 91 had behaved perfectly. He said the cockpit was one of the best arranged he had ever seen. The XF 91 is 45 ft. long, 15 ft. high, and has a wing-span of only 30 ft. The wings, the vertical fin and the stabilisers are all swept back sharply in accordance with latest practice. The XF 91 is subsonic, being designed to fly at a rate approaching the speed of sound

DESIGNED AS A HIGH-ALTITUDE INTERCEPTOR FIGHTER: A head-on view of the XF 91 built by the Republic Aviation Corporation and powered by a turbojet and rockets. This picture shows the unconventional landing gear, the main wheels being well out on the wings. The nose-wheel is conventional. The wings are probably thinner than any ever designed for a fighter plane. The four-cylinder rocket engine has not yet been installed. This will be used for accelerated take-off and climb and for operation at extreme altitudes

IN THE XF 91 THE STABILISERS ARE SET ON THE VERTICAL FIN WELL ABOVE THE JUNCTION OF THE FIN AND FUSELAGE: This is another unconventional feature of America's new high-altitude interceptor fighter which is shortly to undergo tests at Muroc Dry Lake Test Base, California. The plane has been dismantled and flown from Farmingdale, Long Island, to the Muroc Air Base in two transports

SAFETY AUTOMATIC EJECTION SEATS FOR THE PILOT AND CO-PILOT OF THE 600-M.P.H. XB 47 STRATOJET: The ramps up which the seat is guided, if ejected in an emergency, can be seen behind the pilot. Boeing's test pilots, Scott Osler and James Fraser, are at the controls

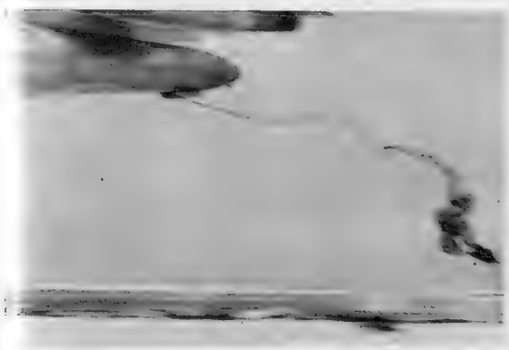
STOWING THE PARACHUTE BRAKE BEFORE THE TAKE-OFF: The "air anchor" is folded like an ordinary parachute and stowed in the tail of the Stratojet. It is a practical equivalent in a jet plane of the reverse-thrust propeller used with a reciprocating engine to shorten landing runs

THE AIR ANCHOR

Boeing Try Out the "Deceleration Parachute" on the Stratojet

The giant six-jet, 6-ton Boeing XB 47 Stratojet is the machine which, in a "routine flight," averaged 607·2 m.p.h. over a distance of 2,289 miles from Moses Lake, near the Pacific coast, to Washington, D.C., last month. One great problem of giant aircraft is the provision of airports of sufficient size for long take-offs and landing runs. Take-off, in the case of the Stratojet, is improved considerably by the use of rocket units to augment the six powerful turbo-jet engines. In landing, aircraft with reciprocating engines are aided by the use of reverse-thrust propellers, but these are obviously of no avail with jet-propelled machines. Boeings have been experimenting with a giant "deceleration parachute," and the pictures on this page show it in action. Performance details must remain a military secret for the present.

BRINGING UP THE GIANT "AIR BRAKE" PARACHUTE: As the parachute is carried up ready for folding and stowing, another member of the crew (seen on left) prepares the tail receptacle to receive it



THROWING OUT THE "AIR ANCHOR": When 50 ft. above the runway, the pilot presses a button in the cockpit and the parachute is released. This picture has caught it just before opening out

ANCHOR AWEIGH! The parachute brake was extended to its full 30-ft. diameter when this picture was taken from the tail of the Stratojet. The "air anchor" was first used by bomber crews during the war, who used their own parachutes to slow down their aircraft in emergency landings. It will probably become standard equipment on jet aircraft, if the present tests prove successful

THE STRATOJET TOUCHES DOWN: The giant 600-m.p.h., 6-ton bomber lands with the aid of the "deceleration parachute." Details of the distance in which the Stratojet can be pulled up are a military secret, but there have been reports that the U.S. Navy may adopt the "air anchor" to land big bombers on its larger carriers. The Stratojet's swept-back wing and tail surfaces help to give the aircraft high speed with a minimum expenditure of power

Foreign News in Pictures

JERUSALEM AS ISRAEL'S CAPITAL?

The Free Czechoslovakia Movement; Berlin and De-Nazification; Starvation in Indonesia

JERUSALEM BLANKETED IN SNOW—THE HOLY CITY DURING ITS RECENT SPELL OF SEVERE COLD: A winter scene looking across the courtyard of the Mosque of Omar. Although last year a United Nations' resolution demanded that Jerusalem be made an international city, the leaders of Israel pointedly chose it for the opening ceremony of the new nation's Constituent Assembly. Because of the undecided international status of Jerusalem, Western diplomats did not attend the opening of the Assembly or Knesset, as it is called, but Russian and Eastern European representatives were present in force. The Provisional Government of Israel accepted the principle of internationalisation of the Old City and international supervision of the Holy Places. New Jerusalem, with its 100,000 Jewish inhabitants, is very differently regarded, however, and Israel takes pride in its achievement in lifting the Arab siege in the early days of the fierce fighting between Jew and Arab

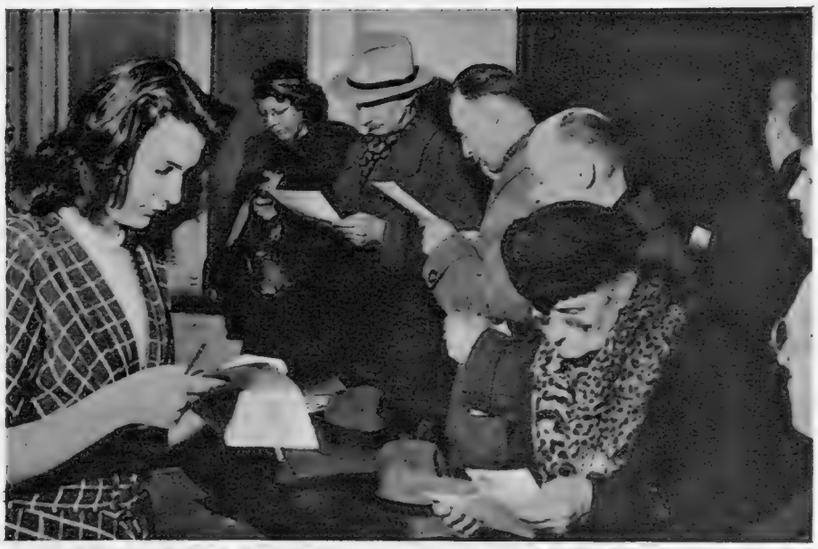
ISRAEL'S FOREIGN MINISTER ANNOUNCES THE NEWS OF THE ARMISTICE OF RHODES: Mr. Moshe Shertok (right) seen in Tel Aviv as he gave the news of the agreement reached by the leaders of Israel and Egypt, the prelude to further agreements between Israel and her neighbours, Lebanon, on the north, and Transjordan, on the east. With Mr. Shertok are members of the United Nations Conciliation Commission. On the left is Mr. Ethridge, who told a Press conference that if the Israeli and Transjordan Governments came to an agreement on the status of Jerusalem not in accordance with the resolution of the United Nations' General Assembly to plan for internationalisation of the Holy City, the Commission would not recommend its adoption

REVIVING MEMORIES OF PHILADELPHIA AND THE BIRTH OF THE CZECH REPUBLIC: These men form the Council of Free Czechoslovakia which has been set up in Washington, D.C., with the avowed object of overthrowing the Communist regime in their homeland. It calls to mind the Provisional Government of the Czech people set up in the United States during the First World War by the late Thomas Masaryk and the late Eduard Benes. In this picture are seen (seated) Dr. Stephan Osucky, former Czech Ambassador to France; Dr. Joseph Lettrich, Vice-President of the Council of Free Czechoslovakia; Dr. Peter Zenkl, President of the Council and former Mayor of Prague and ex-Prime Minister of Czechoslovakia; Arnest Heidrich, former Secretary-General in the Foreign Ministry, Prague; and Dr. Adolf Prockazka, former Minister of Health. Standing are Dr. Milos Hanak, former Ambassador to Turkey; Dr. Juraj Slavik, former Ambassador to the United States; Dr. Hubert Rifika, former Minister of External Trade; Dr. Stephen Kocvara Vice-Chairman of the National Democratic Party in Slovakia; Ferdinand Peroutka, journalist; Dr. Joseph Cerny, the President of the Czech Republican Party; Adolf Klimek, the Secretary-General of the Czech People's Party; and Vaclav Mayer, former Czech Minister of Food

NEW ALIGNMENTS IN THE CZECH ARMY: President Gottwald, watched by Rudolf Slansky (left), General Secretary of the Czech Communist Party and chairman of the Parliamentary Defence Committee, and General Ludvik Svoboda, Czech Minister of Defence, as he signed a decree by which warrant officers in the Czech Army all receive officer rank. This mass promotion follows suspension of certain former officers and a large-scale purge of "unreliable" elements. There is a shortage of politically-minded trained men in both the Army and the Air Force, and it would seem that this is now being made good. Every phase of national life in Czechoslovakia is now under close Governmental surveillance, and it was recently announced that 5,000 students in universities and technical colleges would be dropped from the rolls this year. New students are being chosen from workers' families. Before they receive a medical or legal degree they will have to pass examinations in political theory

GENERAL CHENNAULT'S BABY: Mrs. Anna Chennault, woman journalist from Shanghai, with her week-old baby daughter, Claire Anna, at the Hackett Hospital in Canton. Claire's father is Major-General Claire Chennault, who was the leader of the "Flying Tigers," the Air Force unit which operated in China in the early days of the Second World War. He was later Commander of the United States 14th Air Force. Major-General Chennault is no longer on the active list, but is reported to have been ferrying Nationalist supplies

THE LAST DESCENDANT OF CHRISTOPHER COLUMBUS WEDS: The fashionable wedding in the church of San Francisco El Grande in Madrid. In the centre stands the bridegroom, Cristobal Colon de Carvayal y Manoto, Duke of Veragua, who claims descent from the great navigator. He is a Lieutenant in the Spanish Navy and wears the uniform of a Grand Admiral of the Spanish Fleet, an honorary rank conferred upon his ancestor by Isabella and Ferdinand. The bride was Senorina Gorosabal Y Ramirez de Haro, a Spanish society girl. In the foreground is the Count de Bornos, uncle of the bride, and in the background is the bridegroom's mother



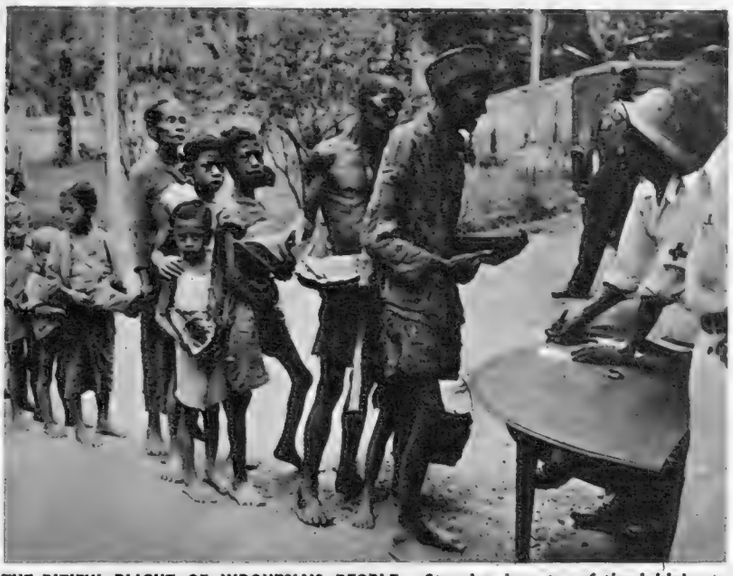
DE-NAZIFICATION STILL GOES ON—A RUSH OF APPLICANTS IN BERLIN FOLLOWING THE ANNOUNCEMENT BY THE THREE WESTERN COMMANDANTS THAT THE PROCESS MUST BE COMPLETED BY JUNE 1 : *Left*—Applicants queueing for forms, and (*right*) receiving the forms in a Berlin office. Much confusion and resentment has been caused by the insistence that former members of the Nazi youth organisations must submit applications for de-nazification

Considering that the Nazi youth organisations were joined almost automatically by all young Germans during the heyday of the Nazi regime, for the most part at the behest of their parents or through influences at school, Berliners now consider it quite ridiculous that their former membership of these movements should make them liable to de-nazification. When the unpleasant fact became known at the end of last month some 17,000 applications were handed in immediately, and there has since been a continuous rush for application forms which has caused utter confusion at the offices in Western Berlin charged with the task of issuing the forms. The order affects about 100,000 Berliners between the ages of twenty and thirty. Responsibility for the confusion is not clear. Representatives of the Western Allies maintain that the orders sent to the Berlin Magistrat contained the instruction that the Allied Kommandatura should be informed of any difficulties. This was not done by the Magistrat, and it is suggested that the omission was designed to make political capital.

OTTO ABETZ APPEARS AS A WITNESS IN A FRENCH COURT : The former German Ambassador in Paris in the courtroom at the Cherche Midi Gaol, where he gave evidence for the prosecution in the case of Dr. Karl Epting, the former German Cultural Attaché in Paris. Epting, notorious during the occupation for large-scale transportation of French property, is accused of having sent to Germany on Hitler's orders an important number of French masterpieces. Dr. Epting is seen in the dock in the background on the left. Just behind Otto Abetz is Rene Fleurist, Epting's lawyer

FLOATING WAREHOUSES ON THE RIVER MAIN ACCOMMODATE FOOD FOR THE BERLIN AIR-LIFT : In these barges food imported from the United States, Italy and Hungary is kept at Frankfurt prior to rail transport to the Rhein-Main airport, thereafter being flown in to Berlin. The present stocks on the river amount to 18,000 tons. Professor Reuter, Chief Burgomaster of Berlin, who visited London last month, declared that stocks in Berlin were now quite sufficient, and there was sufficient coal for electricity to last more than twenty-four days. He told a Press conference that he had received assurances that the air-lift would continue until the blockade was lifted under acceptable conditions

AN IMPROVISED BUS SERVICE IN ACTION IN THE STREETS OF ROME : Trucks and lorries carrying citizens in one of the main thoroughfares during the recent transport strike. The noisy, clattering, improvised buses groaned and creaked under their loads. Police guarded loading-points against possible trouble with strike pickets, but no serious clashes were reported. This strike of municipal bus and tram workers followed the Government proposal that 50,000 employees of 178 privately-owned bus companies should be sacked in order to secure more economical administration. In return, the Government offered an operating subsidy to the companies concerned



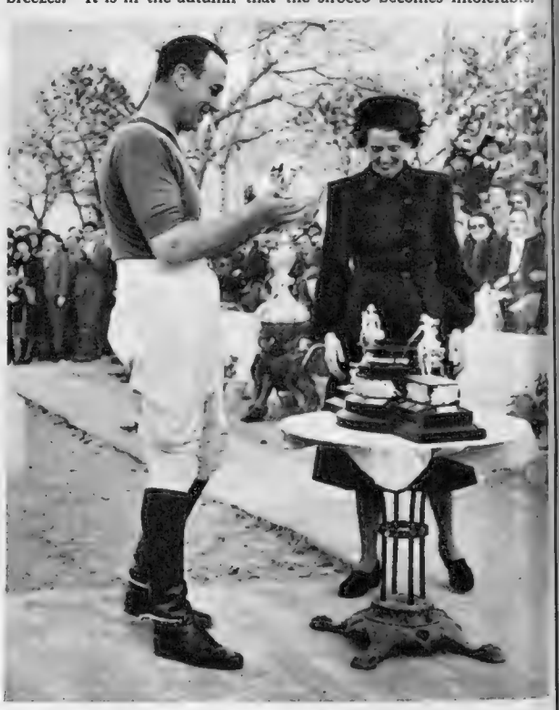
THE PITIFUL PLIGHT OF INDONESIA'S PEOPLE : Starving inmates of the Jokjakarta Rehabilitation Camp being interrogated by Red Cross workers of the Dutch Government. This picture was taken by Colonel Hubert F. Julian, who recently made an independent trip to Indonesia and recorded the desperate condition of some of the Indonesians neglected by their Republican Government, recently overthrown by the lightning Dutch parachute descent on Jokjakarta. There is no evidence to show to what extent these conditions of malnutrition are to be found throughout the former territory of the Republicans. This picture need not necessarily be typical of conditions in and around Jokjakarta, an extensive rice-producing area

THE BATTLE FOR THE CAWNPORE CUP: The team representing the British Mediterranean Fleet and the United Services Sports Club riding in at the end of a chukka during their match on the Marsa Polo Ground at Malta. The Mediterranean team (wearing dark jerseys) was captained by Rear-Admiral Earl Mountbatten. The naval side won the coveted trophy by three goals to two

MALTA DAYS

EARL MOUNTBATTEN LEADS A NAVAL POLO TEAM TO VICTORY: 21 GUNS FOR GEORGE WASHINGTON'S BIRTHDAY: A RUMOURED HOLIDAY FOR THE KING

Malta, a mere speck in the Mediterranean, remains as ever a focal-point of British strategy, and in recent months it has been a hive of activity, with American and British warships crowding the Grand Harbour or engaged in manœuvres in the area. Rear-Admiral Earl Mountbatten (now continuing the naval career which was interrupted by the period of his Viceroyalty in India) and Lady Mountbatten play a large part in the social life of Malta, and the Commander of the First Cruiser Squadron recently distinguished himself on the polo field by leading a naval team to victory in the coveted Cawnpore Cup. The rumour that the King might spend part of his convalescence in Malta has created immense interest in the island, and activity at the Palazzo Dragonara tended to lend confirmation to the idea that members of the Royal Family might be coming. From Christmas to Whitsuntide the climate in Malta is at its best, with a pleasant daytime temperature and healthy breezes. It is in the autumn that the sirocco becomes intolerable.



REAR-ADMIRAL EARL MOUNTBATTEN OF BURMA LEAVING THE MARSA POLO GROUND (*left*) AFTER THE VICTORY OF HIS TEAM IN THE CAWNPORE CUP, AND (*right*) RECEIVING THE TROPHY FROM LADY POWER, WIFE OF ADMIRAL SIR ARTHUR POWER, COMMANDING THE BRITISH MEDITERRANEAN FLEET: This was the first time that the Cawnpore Cup had been contested in Malta. It was originally presented to the Cawnpore Polo Club, India, in 1901. In 1948, with polo declining in India as a result of the departure of the British Army, the donor, Sir Robert Menzies, suggested that Malta, where polo is still very prominent as a sport, should be the new home for the Cup. It is an elaborate trophy on an ebony base adorned with equestrian figures wrought in silver

MALTA CELEBRATES THE 217TH ANNIVERSARY OF GEORGE WASHINGTON: A 21-gun salute being fired from the cruiser H.M.S. "Newcastle," flagship of Rear-Admiral Earl Mountbatten, in the Grand Harbour to mark the anniversary of the birthday of the first President of the United States. The cruiser was dressed overall for the occasion, and from her masthead she flew "Old Glory." A similar salute of 21 guns was fired from the St. Elmo battery. In harbour at the time, and also dressed overall, were the United States warships "Eugene A. Greene," a 2,400-ton destroyer of the Gearing class; the "Gearing"; the heavy cruiser "Albany" of 13,600 tons; and the 27,000-ton aircraft-carrier "Philippine Sea." The "Newcastle" is a Southampton-class cruiser of 9,100 tons

THE PALAZZO DRAGONARA, THE GREAT PALACE OF SANDSTONE AND MARBLE WHICH IS UNDERGOING A THOROUGH SPRING CLEANING IN PREPARATION FOR "A DISTINGUISHED VISITOR": *Above and on right*—Two views of the Palace, home of the Marquess Scicluna, a well-known figure on the George Cross Island. The Palace lies on Dragonara Point, some miles from Valetta, and at the time of writing it is being widely rumoured that the King will go there to complete his convalescence. Many ex-Servicemen will recall this Palace, for during the World War when Malta was subjected for long periods to daily air raids, it served as a radar station

THE THAMES ABOVE DANGER MARK

Overflowing the Embankment

March came in like a lion, and the violent gales which swept Britain and a large part of Europe caused the Thames, despite its stout embankment wall, to overflow at many points in London and along its lower reaches to Southend. According to an Admiralty tidal expert, the overflow of the Thames was due to a "surge" in the North Sea caused by continual high winds which "built up" the water. Although there was flooding at many points along the river on March 1, the main defences held, and the real emergency did not last much beyond twenty minutes. At the Houses of Parliament precautions were taken in conjunction with the Ministry of Works. Preparations were made to block doors on the street level to prevent a repetition of the Millbank floods in the '20's. The gangway of the *Discovery*, Captain Scott's research ship, was under water, and visitors got ashore by scrambling along the rails. Transport officials stood by in Westminster, Temple and Blackfriars Underground stations, but the tide turned at the critical moment.

THE THAMES THREATENS TO RISE OVER THE TERRACE OF THE HOUSES OF PARLIAMENT: The river was so high that some tugs could not pass under Westminster Bridge, and the subways at Westminster were closed as a precautionary measure. Where the water flowed over the Embankment it was whipped by strong winds. Police and L.C.C. officials kept watch at strategic points in readiness to give warning to the public

WATER SEEPS THROUGH THE EMBANKMENT WALL: This picture was taken at high tide on the Victoria Embankment. Water also seeped through the walls at Millbank, the scene of a disastrous flood between the wars when many people were compelled to evacuate their homes. Since that time the Millbank defences have been greatly strengthened

THE "WELLINGTON" RIDES HIGH ABOVE THE EMBANKMENT: The new headquarters ship of the Master Mariners Company seen towering above the road level. In the foreground is water which had seeped through the Embankment walls

A BIRTHPLACE OF THE ARTHURIAN LEGEND, NOW THE SUBJECT OF A CONTROVERSY: Into these cliffs at Tintagel, on the coast of Cornwall, it is proposed to drive a quarry. East Cornwall Planning Committee has decided to set up a committee to investigate the proposal on the grounds that it might harm a fine stretch of Cornish coast

THREAT TO TINTAGEL

A Plan to Quarry Quartz from the Famous Cliffs

The stories that centre round the legendary King Arthur come to us in great part through Geoffrey of Monmouth, that twelfth-century historian who rejoiced in a most vivid imagination. According to Nennius, a Breton monk who provided Geoffrey with some of his raw material, Arthur was a British chieftain of the sixth century; he was the King of the Silures and fought many battles. His birthplace was at Tintagel, in Cornwall, and his chief home was at Caerleon-on-Usk, on the Welsh marches. Evidence of Arthur's connection with Tintagel is slender indeed, his whole career is indeed shadowy, but the legend persists, and it is little wonder that Cornish folk are resisting strongly the plan to quarry for quartz in the cliffs near Tintagel Castle. It is understood that the quarrying scheme might eventually obstruct the fine path over the cliffs, and it would certainly mar the beauties of this stretch of coast.

THE RUGGED BEAUTY OF THE CORNISH COAST AT TINTAGEL: *Left*—The headland where it is proposed to work the mineral deposits and (*right*) the ruins of the ancient Castle, the reputed birthplace of King Arthur. The Castle stands on a ridge of rock connecting Tintagel Head to the mainland. It has been the theme of many mediæval romances, and both Tennyson and Swinburne were attracted by the legends. Although the oldest part of the existing ruins is the keep, apparently of Norman construction, there is little doubt that a Saxon and perhaps an early British stronghold occupied the site

RESTORING THE TEMPLE

The Progress of a Faithful Reconstruction of the Celebrated Precincts so Severely Damaged in the Blitz

THE ROOFLESS TEMPLE CHURCH RISES ABOVE THE SURROUNDING DEVASTATION: The church was founded in the time of Henry II and modelled on the Church of the Holy Sepulchre at Jerusalem. The round part dates from 1185 and the Choir from 1240, but several extensive and ruthless restorations have taken place since then. The church was consecrated in 1185 by Heraclius, Patriarch of Jerusalem, who was entertained by the Knights Templars while on a mission from Pope Lucius III to the King inviting him to ascend the throne of Jerusalem. Some preliminary repair work has already been done on the church, mostly with a view to preventing further deterioration. Eventually there will be a complete reconstruction

BOUND BY ROPE, AND FLANKED BY BRICKWORK TAKING THE WEIGHT OF THE ROOF: One of the pillars of the Temple Church. The whole building was completely burnt out during the blitz and the pillars were unable to take the weight of the vaulting. This celebrated church belongs to both Inns, the Middle Temple and the Inner Temple. In 1947, when the plans for reconstruction were nearing completion, it was discovered that thieves had entered the Temple Church and rifled the coffins. The only skull taken was that of Geoffrey de Mandeville.

INSIDE THE TEMPLE CHURCH TO-DAY: *Left*—**A plasterer at work near the main entrance.** *Right*—**One of the strong brick supports built in order to take the weight of the vaulting. But for the installation of brickwork and girders after the blitz in 1941, there is no doubt that the vaulting would have collapsed. Some of the famous effigies of the Knights Templars were destroyed in the blitz, notably the tomb of de Ros. The church's twelfth-century rotunda, although so ruthlessly restored first by James Savage and subsequently by Smirke, and although burnt out in 1941, is still a structure of exceptional interest**

WHERE HIGH-EXPLOSIVE BOMBS, LAND MINES AND INCENDIARIES COMBINED TO CREATE A SCENE OF HAVOC : Looking across the ruins of the Temple—a view showing in the background the progress of some of the restoration. In the plans for reconstruction the Temple's collegiate atmosphere is being preserved

Few areas have suffered more repeatedly in their history than that of the Temple, lying between Fleet Street and the Thames Embankment. In 1381 the rebels under Wat Tyler wrecked many of the buildings, and the Fire of 1666 burnt down most of those in the Inner Temple. The succeeding conflagrations of 1677, 1679 and 1703 were also highly destructive, and minor fires have taken place since then with alarming regularity. In April 1925 Lamb Building was badly damaged by fire, and then there was a gap of sixteen years until 1941, when high-explosive bombs, land mines and incendiaries rained down upon the whole Temple area, causing havoc of devastating magnitude. The Temple Church, one of the original buildings of the Templars, was completely burnt out. For eight years barristers, clerks and students have gazed out from their chambers on the gaping desolation wrought among this precious group of buildings, but to-day they look out upon a scene of reconstruction, and the new Temple that is rising will be one of which they can be truly proud, with the collegiate atmosphere of the original Temple, an oasis of calm set amid the bustle of London's city traffic; an enclave between Fleet Street and the river.

It is an indication of the unique position of the Temple that until 1947 it stood outside all planning legislation. The 1947 Town and Country Planning Act contained a special clause, however, making the Temple the special concern of the Minister, who has already approved the new layout. The plan is the result of close collaboration between the two Inns, necessary not only to preserve architectural character but because of the way the two properties interpenetrate. In one place an exchange of properties has been arranged.

It was in 1346 that lawyers first took possession of the Temple. On the Dissolution of the Knights Templars in 1312 the property was taken over by the Crown and was given to Aymer de Valence, Earl of Pembroke. On his death in 1323 most of it passed into the possession of the Knights Hospitallers of St. John, who, in 1346, leased the Inner and Middle Temples to students of the common law. On the dissolution of the Knights of St. John in 1539 the Societies of the Inner and Middle Temples leased the property from the Crown, and in 1608 James I granted the property to them for ever on payment of a yearly rent, which, however, was commuted in 1673.

The Temple remains outside the authority of the Lord Mayor of London, and it has been so for generations. Several attempts have been made by Lord Mayors to visit the place with the emblem of their authority, but the students and barristers have always resisted their entry, and on occasions it has been recorded that they were fought out of the precincts

RESCUED FROM THE RUBBLE : Stones taken from one of the blitzed sites are carefully numbered for incorporation in the restored Temple. Some of the rebuilding will be carried out in red brick

AT THE REAR OF MIDDLE TEMPLE HALL : Restoration work in progress. Middle Temple Hall is one of the finest specimens of an Elizabethan hall in England. Of special interest is the hammerbeam roof

LOOKING UP MIDDLE TEMPLE LANE TO THE LAW COURTS : Scaffolding surrounding one of the buildings of the Temple. On the right-hand side of the lane is an extensive blitzed area

WORK GOES AHEAD ON ONE OF LONDON'S NEW SATELLITE TOWNS : An almost-completed batch of three- and four-bedroomed houses in the first neighbourhood unit under construction at Crawley-Three Bridges. This satellite town, which will eventually cover an area of nearly 6,000 acres and will accommodate a population of 50,000 people, mostly from London, is being built by a Development Corporation under Sir Thomas Bennett, the former Director of Works. The nine residential neighbourhood units will have populations varying from 4,000 to 7,600, each to include a community centre, church, school, shops, and inns grouped round a green

CRAWLEY—THE RISE OF A SATELLITE TOWN

The First of the Neighbourhood Units is Almost Ready for Occupation

The days of ribbon development have gone for good, it seems, and the great straggling suburbs, without depth, developed during the years between the wars, are not to be repeated. Relief for the overcrowded population of Greater London is to be found in the ring of satellite towns now beginning to grow up at Stevenage in the north, Basildon and Harlow in the east, Hemel Hempstead in the west, and Crawley-Three Bridges in the south, to mention only five. Sir Thomas Bennett, chairman of the Crawley-Three Bridges New Town Development Corporation, declares in his master plan for Crawley that it will be Britain's finest town. Here are some highlights from his master plan : Crawley will accommodate 50,000 people in neighbourhood units grouped around the town centre. A large industrial area is planned for the northern section near Gatwick, and the whole plan involves the building of seven bridges and three under-passes. The 95-acre town centre will include a boulevard 200 ft. wide and 400 yards long, lined with public and educational buildings and with fountains, gardens and sculpture along the centre. To the south will lie the main shopping streets with 40-ft.-wide carriageways and 20-ft.-wide footways planted with trees, while the 264-acre industrial area to the north will provide factory sites for some 8,500 workers. Crawley, it is explained, will be no mere dormitory for the great city, but a series of neighbourhood units forming a modern town with an existence very much its own.

THE GEORGE AT CRAWLEY—A CELEBRATED OLD INN WHICH WILL BE PRESERVED IN THE NEW SATELLITE TOWN : A certain number of existing shops and offices in the present town of Crawley will have to be demolished, but in all satellite towns which are now going up round London the policy is to incorporate very old buildings into the general scheme

THE FOUNDATIONS GO IN AND THE WALLS GO UP AT WEST GREEN : The progress of construction work on the first of the neighbourhood units at Crawley-Three Bridges. A party of new residents from London will be moving into West Green some time in the course of the summer. Many of them will be key workers on the town site and their families. With the coming of spring, more and more walls will begin to go up round the foundations at West Green, and within a year it is expected that work will start on the neighbouring neighbourhood unit of Northgate

NEWBURY'S WAR-TORN RACECOURSE IS RESTORED TO ITS PRISTINE SPLENDOUR: A view of the paddock and parade ring now ready for the reopening of the racecourse on April 1. Newbury Racecourse, for nearly nine years in war use, was handed back to the owners on March 31, 1948, and now a year later, grass is once again growing on the track and practically all trace has been removed of the vast American Army dump which it became in 1942

THE STRAIGHT MILE AT NEWBURY AS IT IS TO-DAY, A YEAR AFTER THE HANDING BACK OF THE RACECOURSE TO ITS OWNERS: The vast dump, criss-crossed with 35 miles of railway sidings, has now regained its rural atmosphere. The course was first requisitioned in September 1939, but it was released again in 1940 with a view to the Derby being run there. A considerable amount of preparatory work for the big race was actually carried out, but Dunkirk intervened, and in the end the classic race was decided at Newmarket. At this time a main depot of the R.A.S.C. was established on ground to the east of the stands, and the stables actually accommodated troops. The course itself was not affected at once, and racing actually took place at Newbury on certain days in 1941. The last meeting was in September of that year, and even in the summer of 1942 the course was still in good order. In August 1942 the advance guard of the American Army was pouring supplies into Newbury, and it was then that it became a vast marshalling yard, with railway sidings actually laid along the straight mile

NEWBURY ITSELF AGAIN

A WATERWORKS on BREDON

THE NEW STORAGE RESERVOIR ON BREDON HILL: An interior view of the new reservoir and (*on left*) the concrete construction seen from outside

The Bredon Reservoir forms part of a £3,000,000 scheme to provide additional water for the City of Coventry. The 1,500,000-gallons capacity reservoir is being built near the top of Bredon Hill, the famous beauty spot between Tewkesbury and Pershore. Water will be taken from the River Severn near Tewkesbury, and after purification will be pumped to the reservoir. From here it will be run by gravity to Coventry, forty miles away. Villages in the Evesham district will also get their water from the new River Severn mains

A MEET OF THE HEYTHROP AT HISTORIC BLENHEIM PALACE: The hounds moving off to draw after the hunt had met by invitation at the ancestral home of the Duke and Duchess of Marlborough. The meet attracted a large crowd of followers, and coming, as it did, a few days before Parliament debated the Protection of Animals (Hunting and Coursing Prohibition) Bill, there were lively discussions on all sides. This week a second Bill of the same nature was due to come before Parliament—the Prohibition of Fox-hunting Bill, introduced by Mr. Fairhurst, but the rejection of the first Bill, which did not include hunting the fox, satisfied country folk that the Government does not intend to interfere with their sport

ON WITH THE HUNT

After the Blood Sports Bill Had Brought the Country to Town

Whoever talked of the winter of our discontent talked like an insane man, and no sportsman. Summer is the season of our misery.

JOHN JORROCKS.

Those immortal words of John Jorrocks still remained true after the first of the Private Members' Bills to abolish hunting had been duly rejected in Parliament, and the winter of 1949 has been made glorious for hunting folk by the defeat of Mr. Seymour Cocks and his controversial measure. Although there was a free vote on the Protection of Animals (Hunting and Coursing Prohibition) Bill, Cabinet Ministers voted in strength against the measure, and it seemed clear that the Government had no intention of alienating the country vote at this critical juncture. The rejection of the first of the Bills led to the Horse and Hound Ball, an annual event, being turned into a night of celebration at the Park Lane Hotel in London.

THREE HOME COUNTIES HUNTS STAGE A JOINT PROTEST AGAINST THE HUNTING BILLS: This was the scene on the green at Edenbridge, Kent, as members of the Old Surrey and Burstow Foxhounds, the Crowhurst Otterhounds and the Bolebroke Beagles joined forces to let the countryside know how they felt about the Parliamentary measures designed to put a stop to hunting. The triple demonstration also appeared at Oxted and Westerham, in Mr. Churchill's countr

UP TO TOWN TO LOBBY MEMBERS OF PARLIAMENT: Members of the Saddleworth Subscription Hunt seen with Mr. Hervey Rhodes (centre), Member of Parliament for Ashton-under-Lyne, outside the entrance to the House of Commons. They came up to London to give their views on the first of the hunting Bills. On one day alone it was estimated that 300 farmers and miners from the North of England had come to London to protest to their M.P.s at the disastrous prospect of the abolition of hunting and coursing

LONDON SHOPGIRLS READ ALL ABOUT IT: Mr. Grosvenor Workman, a hunting man from Worcestershire, distributing leaflets during the protest staged in the West End by Gloucestershire and Worcestershire farmers. The farmers were well organised, some being on horseback, some carrying banners on foot, and some going from door to door

THE WEST COUNTRY FARMERS STRIKE AN ORIGINAL NOTE IN REGENT STREET: They came to London by train and hired their horses in town for the protest ride through the West End. They may have played a part in the rejection of the Hunting Bill, but the main factor was the Government's intervention

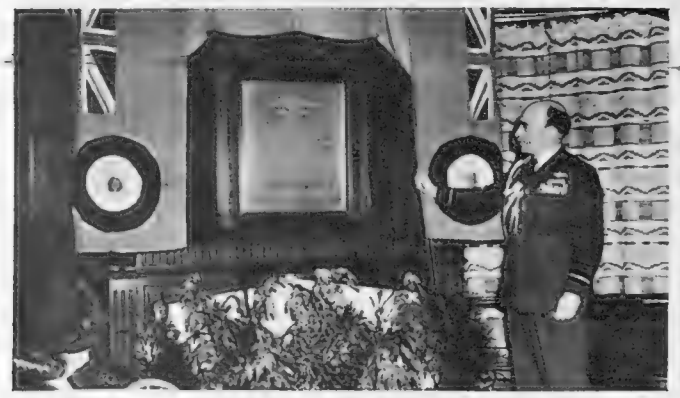
A NIGHT OF CELEBRATION IN THE WEST END: These two pictures were taken during the horn-blowing competition at the Park Lane Hotel in the course of the Horse and Hound Ball, an annual event, which was turned into a night of special celebration to mark the defeat of Mr. Seymour Cocks' Private Members' Bill. *On the right* the Duke of Beaufort, who acted as one of the competition judges, is seen addressing the audience. Although Mr. Cocks' Bill did not contain a clause demanding the abolition of foxhunting, being confined to other branches of the chase, it was widely thought that if it had passed its Second Reading such a clause might have been inserted and Mr. Fairhurst's Anti-Foxhunting Bill, due to come up this week, might have been shelved. The House of Commons rejection of the first Bill was considered to be the death-knell of both Bills

The Home News in Pictures

THE COMMITTEE ON CONTACT MEN

Anglo-German Trade Discussions; Eton's New Provost; Spring-cleaning St. James's Park Lake; St. David's Day in London

DEBATING THE PROBLEMS OF ANGLO-GERMAN TRADE: Brigadier Robinson, Mr. John Logan, Mr. Stephen Holmes and Mr. E. A. Cohen, at the first meeting held at the Board of Trade in London last week between a delegation led by Mr. Logan, Director-General of the Joint Export-Import Agency from the Western Zones of Germany, and a delegation of British officials led by Mr. Holmes, second Secretary of the Board of Trade. This is the first time since the war that these trade discussions have been held in London, and their principal purpose is the preparation of a detailed programme of Anglo-German trade



THE INSPIRATION OF "THE FEW" RECORDED IN BATTLE OF BRITAIN HOUSE: Air Chief Marshal Sir James Robb, Commander-in-Chief of the Air Forces of Western Europe and a former A.O.C.-in-C. R.A.F. Fighter Command, unveiling a memorial to the pilots who fought in the Battle of Britain. The memorial is in Battle of Britain House, Northwood, Middlesex, which has been opened by Mrs. L. R. Ithell, Vice-Chairman of Middlesex County Council, as a training centre for youth leaders and senior members of youth clubs and organisations. The house stands in 10 acres of grounds on the fringe of Copse Wood and overlooking the lake known as Ruislip Lido. It is surrounded by extensive woods and fields

A NEW OIL-FED BOILER FOR BUCKINGHAM PALACE: Central-heating equipment guided through the gates after being brought up the Mall. It is one of a battery of three boilers being installed for a high-pressure hot-water system

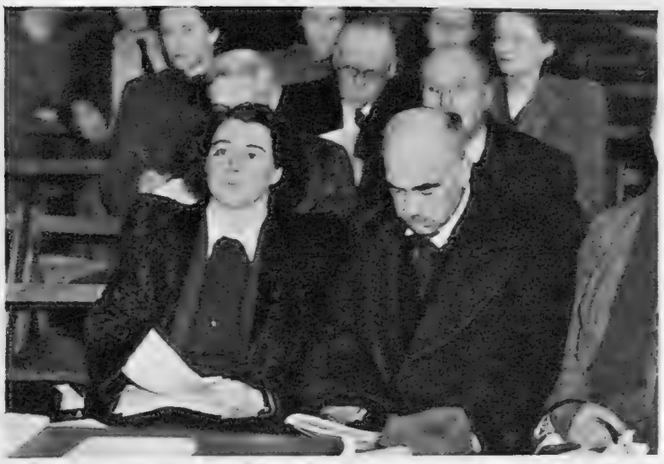
THE FIRST MEETING OF THE SPECIAL GOVERNMENT COMMITTEE SET UP TO INQUIRE INTO THE ACTIVITIES OF CONTACT MEN: Mr. Dingle Foot, barrister and former Liberal M.P. for Dundee; Mr. E. A. Carpenter, President of the Manchester Chamber of Commerce; Mr. R. J. P. Hewison, Secretary to the Committee; Sir Edwin Herbert, solicitor and wartime Director-General of the Postal and Telegraph Censorship Department, who is Chairman of the Committee; Sir George Gater, former Permanent Under-Secretary of State for the Colonies, and Mr. C. J. Geddes, General Secretary of the Union of Post Office Workers, seen together at the opening of the inquiry at the Cabinet Offices, Great George Street. The committee's terms of reference state that it is to "inquire how far persons are making a business of acting as specialists in the submission of applications for licences or permits, or otherwise as intermediaries between Government departments and the public; and to report whether the activities of such persons are liable to give rise to abuse; and to make recommendations." The examination may last for several months. It is being conducted privately

"A CORNER OF OUR HERITAGE OF FREEDOM": The scene in the debating hall of the Oxford Union Society as the Archbishop of York unveiled a tablet to commemorate the many hundreds of members of the Society who were killed in the Second World War. In limiting the names on the memorial to those of former officers of the Society who laid down their lives, the Society has followed a precedent set after the war of 1914-18. Four presidents and four other officers are named on the plaque of Hoptonwood stone. The architect and sculptor was Mr. E. R. Bevan. The tablet is on the wall above the dais that serves the chief officer during debates. Those present at the unveiling included Lord Simon, who was president in 1896, two years before Dr. Garbett filled the same office, and the Bishops of Rochester, Dorchester and Burnley

THE MAN WHOSE SIGNATURE WILL IN FUTURE APPEAR ON ALL £1 AND 10s. NOTES: Mr. Percy S. Beale, Chief Cashier of the Bank of England, leaving his home at Walton-on-Thames en route to his office in London. His signature on the notes will replace that of Sir Kenneth Peppiatt. Other Bank of England changes have also been announced, Mr. C. F. Cobbold assuming the office of Governor and Mr. D. G. M. Bernard that of Deputy-Governor.

THE NEW PROVOST OF ETON: Mr. C. A. Elliott, who has been appointed in succession to the late Sir Henry Marten. Mr. Elliott, an old Etonian, has been Headmaster of Eton since 1933. He was to have retired in 1948, but at the request of the Provost and Fellows, he agreed to stay on until July of this year, when he is to be succeeded by Mr. Robert Birley. At the time of his appointment in 1933 Mr. Elliott was a Fellow and Senior Tutor of Jesus College, Cambridge

A SPRING CLEAN FOR A LONDON LAKE: Men engaged in cleaning the south-east corner of the St. James's Park lake in the vicinity of the island. The barrier at the left holds back the rest of the waters. The park was originally a marshy ground belonging to St. James's Hospital for Lepers. It was drained by Henry VIII, enclosed within a wall and converted into a deer park. Under Charles II the area was increased, and the land laid out by Le Notre. Charles II was fond of the park and spent much time there strolling with his associates, feeding the waterfowl and playing pall-mall. It was while walking there in August 1678 that he received the first warning of the Popish plot



THE AUCTION SALE OF THE BASINGSTOKE CANAL: Mrs. J. Marshall, of Fleet, Hants., who acted for the newly-formed canal purchasing committee of the Inland Waterways Association, seen at the Traction Hall, Aldershot, when she bought the Basingstoke Canal for £6,000, and thus ensured its preservation in the public interest. There were only four bids, two from a local contractor, who dropped out as soon as he found out that his only competitor was the canal purchasing committee, and two from Mrs. Marshall. After the auction the committee's intentions were explained by Mr. C. Styring, its solicitor, who declared that as soon as possible a private company would be formed to be backed by people willing to take a moderate return on their money. All profits would be devoted to developing the canal both for pleasure and commercial use, and for the good of the public

ST. DAVID'S DAY AT WELLINGTON BARRACKS: Colonel G. W. Browning taking the salute at the march-past of men of the Welsh Guards at the ceremony of the presentation of leeks. Colonel Browning deputised for the Colonel of the Regiment

A LEEK FOR THE LIEUTENANT: Colonel G. W. Browning handing the Welsh National Emblem to one of his officers of the Welsh Guards at the St. David's Day parade at Wellington Barracks. The leek became the national emblem, according to legend, when St. David, Patron Saint of the Welsh, ordered his countrymen under King Cadwallader to distinguish themselves from their Saxon foes by wearing a leak in their caps. Shakespeare makes out that the Welsh wore leeks at the Battle of Poitiers, and Fluellen, in "Henry V," refers to it as "an honourable badge of the service." Fluellen is taunted by the boastful and cowardly Pistol for wearing a leek in his hat. When Fluellen makes Pistol eat the leek, the latter in vain proclaims, "Not for Cadwallader and all his goats"

PRACTICAL INSTRUCTION FOR BUILDING APPRENTICES ON A LONDON ESTATE: *Left*—**The young trainees being watched by Sir George Gater (wearing light raincoat and hatless), Chairman of the Building Apprenticeship Training Council, while engaged in tiling operations.** *Right*—**A group of bricklayers busy on their job. There are eighteen boys on this housing estate with an average age of sixteen, and between them they are building six houses for Hornsey Borough Council under the Apprentice Master Scheme of the building trade. They have a minimum of experienced supervision, and although most of them intend to specialise, all have to spend part of their time doing each other's jobs to gain a good all-round knowledge. Classroom work is also included in their working week**

TOLLS and FERRIES

Selby to Have a Toll-Free Crossing; Woolwich Ferry Celebrates Sixty Useful Years

Below—

These days ferries tend to become increasingly uneconomic, but one that has continued its usefulness undiminished is the Woolwich Ferry, now celebrating its diamond jubilee. The ferry, carrying an average of thirty private cars per trip or twelve or thirteen lorries, relieves the pressure on the Thames tunnels and also saves a long detour. Before the Second World War the ferry-boats maintained a ten-minute service, six minutes for the river crossing and four minutes for unloading and reloading. Although the ferry boats never go down to the Thames Estuary, all members of the engine-room staff are men of deep-sea experience.

THE SELBY TOLL BRIDGE, ONE OF THE OLDEST WOODEN BRIDGES IN ENGLAND: It is now to be replaced by a toll-free bridge. When the Selby bridge was built in 1791 it took the place of a 700-year-old ferry service. The projected bridge will span the River Ouse at the same ancient crossing, forming a vital link between areas of East and West Yorkshire

THE WOOLWICH FREE FERRY WHICH IS CELEBRATING ITS DIAMOND JUBILEE THIS YEAR: *Left*—The ferry-boat "Gordon" in mid-passage, and (*right*) one of the boats in dry dock for repairs. Four ships, each manned by a crew of thirteen, maintain this service across the Thames between North and South Woolwich, a service that has been of inestimable value to Londoners since the leisurely days of Queen Victoria. The ferry boats are coke-fired. Each engine, developing 300 h.p., drives an independent paddle, and this gives ease of steering. Two of the ferries are nineteen years old and the other two are twenty-eight

FLOAT NO. 2 LEAVES THE DARTMOUTH SLIPWAY EN ROUTE TO KINGSWEAR: Dartmouth Town Council, the owners of the Lower Ferry which plies between Dartmouth and Kingswear, are facing a problem. Some years ago the Council purchased Lower Ferry from the then Great Western Railway Co., and leased it out. Now the present lessees have given notice that they intend to give up running the ferry on March 26, as it does not pay. The Council have asked Devon County Council to take it over, but they do not wish to do so, and representations to the Ministries concerned are being made. At the moment there is the possibility that this link, in great use by Kingswear residents who work in Dartmouth, and by Dartmouth residents, will be broken

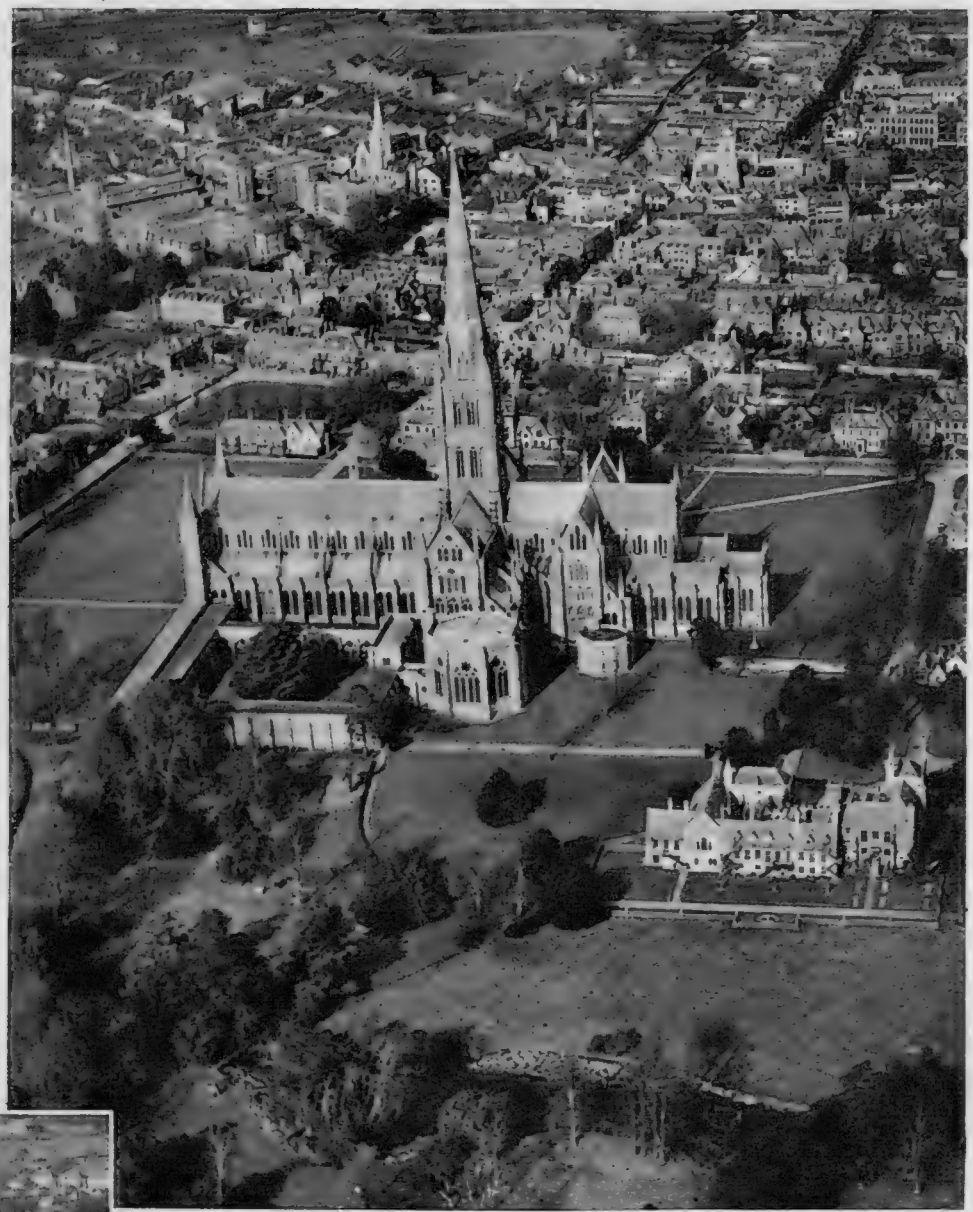
THE CITY WHICH MUST BE RELAID OUT: A general view of Salisbury. Dr. Thomas Sharp has lately submitted to the City Council thirty main recommendations for a Newer Sarum

Salisbury has a long history. When in the year 1220 the Bishops and Burgesses of Old Sarum decided to come down from the hill-top and found a new city in the water meadows about the junctions of the Avon, the Nadder, the Bourne and the Wyvle, they left a site which had already been occupied by a town for at least 1,500 years. Now Old Sarum has been a ruin for over 700 years, and the New Sarum, one of the first English cities to be built to a deliberate plan, is itself very old. The times, indeed, have overtaken New Sarum. Motor cars and buses crowd the ancient streets of Salisbury, and render them impassable. To overcome this modern-day chaos, Dr. Thomas Sharp has made a plan for Salisbury, and it has just been published under the title of *Newer Sarum* (Architectural Press. 10s.). In all, Dr. Sharp makes thirty main recommendations, outlining the directions of growth and giving detailed plans for a complete circuit of new roads to act as central by-passes. He urges, in accordance with the best modern practice, that the city should be divided into a number of neighbourhood units. He also calls for a small new factory area upon a discreet scale

NEWER SARUM

Dr. Sharp's Plan for Salisbury

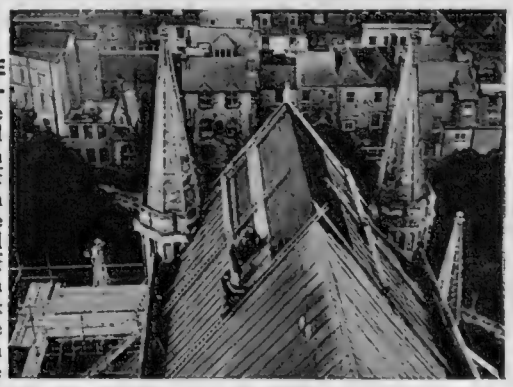
RESTORING CHICHESTER CATHEDRAL



THE MOST POPULARLY ADMIRED OF ALL ENGLISH CATHEDRALS: Salisbury Cathedral and its celebrated close with the roofs of the crowded city occupying the distance. In his book on Newer Sarum, Dr. Thomas Sharp, the replanner of Salisbury, declares: "While the close is generally regarded as the exemplar of English closes, to critical eyes, analysing it carefully as urban scenery, it may seem too big and its great central feature too islanded in it, for full justice to be done to the majestic scale of the Cathedral and to the collective architectural values of all the superb domestic buildings that somewhat distantly surround it. But in spite of that the essential spirit of the close is perfect"

ALONE IN ITS GLORY—THE CAMPANILE OF CHICHESTER CATHEDRAL: It is believed to be the only known bell-tower in the country which is built separately from the main edifice. The tower is constructed in the Perpendicular style

RESTORING THE FABRIC OF CHICHESTER CATHEDRAL—WORK IN PROGRESS ON THE REREDOS: A craftsman cleaning the intricate carving of the magnificent altar structure. A restoration appeal of £35,000 has lately been launched in order to cover the cost of the present work on the Cathedral



On right—**WORKING ABOVE THE LITTLE SUSSEX CITY OF CHICHESTER:** Workmen laying felt on the roof at the East End of the Cathedral after having stripped off the lead in preparation for a new covering of copper. The lead is being sold in order to help defray the cost of the copper, which is expected to exceed a price of £2,500. The task of re-covering the roof forms only a part of much-needed restoration work on the entire Cathedral much of the timber in the building having been attacked by the death-watch beetle

The Spring Garden

FROM THE TROSSACHS TO SUBURBIA

Some Set Pieces at the Ideal Home Exhibition

While March winds raged in Addison Road and all England was involved in the bitterest weather of the year, as spring and winter fought for the mastery, visitors to the Ideal Home Exhibition's Garden Section found that spring had arrived in all its glory and that even the June roses were in full bloom. Queen Mary, during her tour of this section, asked Mr. Whitelegg, a veteran exhibitor, how the magic was achieved, and received the smiling answer: "Perhaps we used a little more coke than we should—and economised elsewhere to make up."

The seventeen gardens at Olympia have been proving a great attraction, offering every blend of scenic background from the Trossachs to Suburbia, with varieties of treatment from the simulated wilderness of rock to the old-world formation of topiary work.

The Exhibition has a special appeal for London garden-lovers, with much more informality than is to be found as a rule at one of the great horticultural shows, and there the garden-lover may pose his problems if they be only how to tackle the perennial task of keeping the window-box well and truly blooming. Wrought-iron gates, blue birds chirruping happily in gilt cages, and garden fencing, rustic and otherwise, are some of the features of the adjoining Gardeners' Market.

DEMONSTRATING THE VALUE OF HARDY CARNATIONS AS BEDDING PLANTS: This display in one of the seventeen gardens of the Ideal Home Exhibition was made by Wivelsfield Nurseries, Haywards Heath. The fragrance of the carnations and their long period of flowering are points in favour of these flowers, which thrive well both in gardens and window-boxes

VARIOUS TREATMENTS OF STONE FOR INCORPORATION IN THE SUBURBAN BACK GARDEN: This exhibit seeks to portray an inexpensive garden easily maintained and with a pleasing aspect at all seasons of the year

A WESTMORLAND STREAM GARDEN: Here the background is a windswept mountain scene. Boulders of Westmorland water-worn limestone, weighing upwards of a ton, are employed in the gorge construction. The scene is interspersed with plantings of silver birch, pines and dwarf conifers carpeted with heather

A ROCK-FRINGED POOL IN A MOORLAND SETTING: The age-old mossy rocks and the crystal-clear pool provide a natural picture within the confines of the exhibition. Altogether there are seventeen gardens for the visitor to see, and there is also a Gardeners' Market Section

TULIPS FROM THE LINCOLNSHIRE FIELDS: Here a formal arrangement of flower-beds is set in a lawn bordering a glade where daffodils and hyacinths are planted in informal groups

THE BEAUTY OF FLOWERING SHRUBS: They are set between flagged paths in a mellow, brick-built court. In a recess in the rear wall is a comfortable seat where the visitor can rest amid the Japanese cherries and rhododendrons

STARS OF STAGE AND SCREEN

Sir Laurence Olivier Receives a Danish Order; Jean Simmons Makes Her Stage Début with Stewart Granger

THE DANISH AMBASSADOR INVESTS SIR LAURENCE OLIVIER AS A KNIGHT COMMANDER OF THE ORDER OF THE DANNEBROG: At the Investiture ceremony, which took place at the Danish Embassy, were (left to right) Lady Olivier, Prince George of Denmark, Sir Laurence Olivier, and the Danish Ambassador and his wife, Count and Countess Reventlow

Twelve years ago, Sir Laurence Olivier went with the Old Vic Company to play Hamlet at Kronborg Castle Elsinore; a production in which Vivien Leigh (Lady Olivier) was the Ophelia. The Danish Ambassador, Count Reventlow, referred to that occasion in his speech after handing Sir Laurence his insignia as a Knight Commander of the Order of Dannebrog. The Order of Dannebrog was founded in 1219 by Valdemar II in honour of a cross which was supposed to have appeared in the sky presaging the victory of the Danes over the Esthonians. Sir Laurence received the Order as representative of the British theatre and for his own distinguished work in it. To the many honours already awarded to Sir Laurence's film of *Hamlet*, has now been added the British Film Academy Award for 1948

STEWART GRANGER RETURNS TO THE STAGE AND JEAN SIMMONS MAKES HER DEBUT: They had their first night last week at the Opera House, Manchester, in Peter Glenville's version of Count Leo Tolstoy's play "The Power of Darkness"

JEAN SIMMONS WEARS A BLACK WIG FOR HER PART AS AKOULINA IN "THE POWER OF DARKNESS": In her black wig and peasant costumes, twenty-year-old Jean Simmons is a very different person from the glamorous star of the film of *The Blue Lagoon* or the Ophelia of Olivier's *Hamlet*. Tolstoy's *The Power of Darkness* was a gloomy "vehicle" for her stage debut and the translation is pedestrian. The cast in this new production is truly star-studded with Sonia Dresdel, Mary Clare and Frederick Valk, as well as Stewart Granger wearing a beard. Granger has concentrated on films during the last four years, since, in 1945, he toured the Continent with Deborah Kerr in *Gaslight*. He first appeared in films in 1938 in *So This Is London*, and, since then, apart from service in the Army (he was invalided out in 1942), he has worked continuously to become a leading British star

FOREIGN NEWS IN PICTURES

1 THE NEW LINER WITH A SECOND NAME: "La Marseillaise," formerly "Marechal Pétain," in dry dock at Marseilles

2 A BRITISH-BUILT LINER FOR FRANCE: The 5,130-ton "Sidi Bel Abbes," built in the Neptune yards at Walker-on-Tyne

3 PASSENGERS AND CREW NUMBERED 206: Navy men lining-up at Alameda, San Francisco, to receive life-jackets before going aboard the transport "Caroline Mars," bound for San Diego

4 THE HELICOPTER WHICH LIFTS TWICE ITS OWN WEIGHT: Major Richard Long, U.S. Air Force, and Charles R. Wood, Junr., test pilot, trying out the new ram-jet helicopter

5 THE "TRIGGER MEN" OF PRAGUE: Some of the 8,000 rifle-bearing members of the Workers' Militia in Wenceslaus Square on the anniversary of their seizure of power

6 25-POUNDERS OF THE BURMA ARTILLERY: About fifteen of these guns have been in action against the Karen insurgents at their stronghold at Insein, eleven miles outside Rangoon

7 EGGS ARE NOW DOWN TO 13 FRANCS IN THE PARIS SHOPS: A basket with a notice showing the reduced price

8 CHEAPER WINES ARE WIDELY ADVERTISED: A Paris shop window prominently displaying some of the new prices

1 and 2 TWO NEW FRENCH LINERS: The *Marseillaise*, which was begun during the days of the German occupation, will soon be ready to make her first voyage between France and South American ports. When the above picture was taken she was in dry dock for the fitting of propellers. The *Sidi Bel Abbes*, which has been built on the Tyne, will operate from Marseilles on the service to Algiers

3 THE CRUISE OF THE "CAROLINE MARS": When this naval air transport took off recently from Alameda, California, she took aloft no fewer than 202 passengers and a crew of four, the largest number ever flown in a heavier-than-air machine. On arriving safely at San Diego she took on an even larger number of naval personnel, 222 in all, and then she made the journey back to Alameda

4 "LITTLE HENRY" SHOWS ITS PACES: *Little Henry* is the first ram-jet helicopter. It is sometimes described as a three-dimensional aerial motor-cycle. *Little Henry* can fly both forwards and backwards, and has a forward speed of 50 m.p.h. On the first demonstration flights, illustrated in THE SPHERE of December 1947, propane was used as a fuel, but now the helicopter is fitted with petrol-burning jets, which apparently work satisfactorily. Test pilot Charles Wood's most spectacular turn to date is to make a swift flight round a house

5 POPULAR MIGHT IN THE WENCESLAUS SQUARE: The workers' parade in Prague at the end of February marked the first anniversary of the revolution carried out last year, when, to quote the Czech Prime Minister, Mr. Zapotocky, the security police and armed Works Militia "defeated the reactionary Putchists." The Works Militia was much in evidence at this anniversary parade, and all houses throughout the city were beflagged in response to an official "request" which was published in the newspapers

6 THE CIVIL WAR IN BURMA: The Government forces have been bringing to bear 25-pounder guns in their fight against the Karen rebels, and last week there were signs that they were meeting with some success. Thakin Nu, the Burmese Premier, has appealed to his countrymen to abandon terrorist activities, and has declared that Burma's loss of revenue through the insurrection has amounted to rather more than £18,000,000

7 and 8 PRICES BEGIN TO FALL IN FRANCE: The sharp fall in French agricultural prices is spreading to industry and to the wholesale and retail trade. Retail prices are falling with considerable rapidity indeed, and this is particularly so in the Paris region, where hard-pressed middle-class families have in the recent post-war years faced a well-nigh intolerable burden. In one week alone in February an all-round fall of 2½ per cent. was recorded

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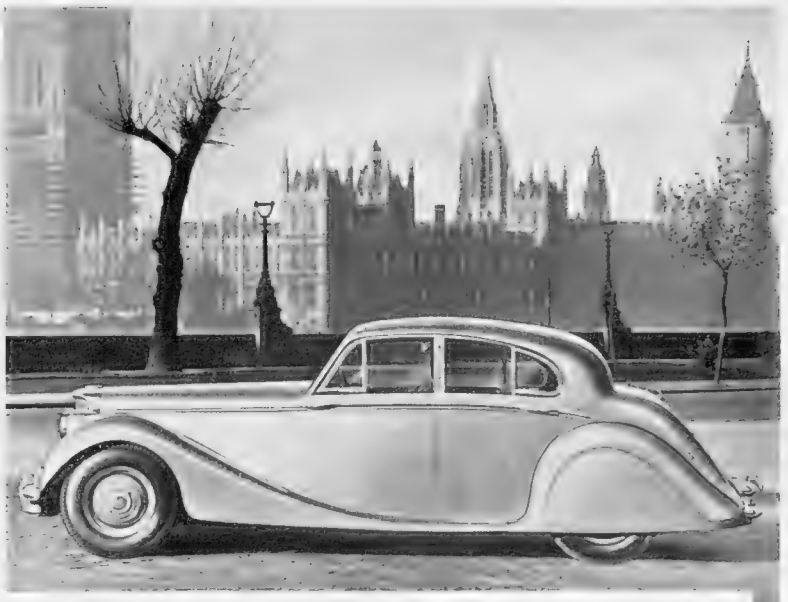

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The World of Books—By VERNON FANE

THE WIT OF JAMES THURBER

"The Beast in Me and Other Animals" Offers a Feast of Fun

MR. JAMES THURBER once observed when challenged in a New York bar that he was the only living writer who had not called on George Bernard Shaw, and who did not want to call on George Bernard Shaw. His statement led him to reflect on the niceties of literary pilgrimages in general, and to write one of the funniest pieces in a book that is, from beginning to end, hilariously funny. In fact, THE BEAST IN ME AND OTHER ANIMALS (Hamish Hamilton. 12s. 6d.) is so rich and so endlessly quotable that any critic must keep a stern watch on himself not to exceed his space in setting down a score or so of Thurber's witticisms for the benefit of the reader who has not yet had time to run, not walk, to his nearest bookshop.

There are drawings, too, from the hand of the same master, including that epic one of the man leaning towards the girl on the sofa, and enquiring: "Where did you get those big brown eyes and that tiny mind?" Altogether, it 's a heavenly book, and I propose to fit my copy of it with a small but strong chain against borrowers.

SIXTEEN SELF SKETCHES (Constable. 7s. 6d.) is a volume in the standard edition of the works of Bernard Shaw, and includes passages of straightforward autobiography, a letter to Frank Harris, his unconventional biographer, a statement of his religious faith, an account of the way in which he became a public speaker, and a fifty-year-old letter to T. P. O'Connor about his early life.

"People keep asking me," he writes, "why I do not write my own biography. I reply that I am not at all interesting biographically. I have never killed anybody. Nothing very interesting has happened to me . . ." Nevertheless, these chapters are a perfectly conscious revelation of the writer, and in that lies their value; whether he writes that, like Einstein, he is not happy and does not want to be happy, or that it turned out that he was "a born Shakespearean genius."

The three characters chosen by Miss Margaret Goldsmith for her STUDIES IN AGGRESSION (Evans. 9s. 6d.) had one thing in common, although they ruled, severally, Austria, Prussia and Russia. They were all Germans and, the author holds, all capable of altering their natural personalities to suit the circumstances created by their ambitions. "Many of them," she adds, "seem able to change their very natures if such a change will further their desire for power."

Frederick the Great, for instance, was a youth who loved playing the flute and wearing soft silk gowns, yet he became a soldier and statesman of genius and an advocate of Prussian militarism above everything else. Maria Theresa of Austria was by nature a *hausfrau*, yet she became an autocratic Habsburg monarch, and Catherine the Great was born an obscure little German Princess from Anhalt-Zerbst, yet ended on the imperial throne of Russia. A further thing that all three of these extraordinary rulers had in common was their constant and passionate belief in aggression. That is worth remembering.

By any standards, the late Francis Yeats-Brown was no ordinary person. Born in Italy (his earliest recollection was the clanging of street cars in Genoa), he became a Bengal Lancer, transferred to the Royal Flying Corps in the 1914-18 war, and spent some time as a prisoner of the Turks. His years in India led him into the realms of Hindu mysticism and he could at all times perform those odd convolutions which I believe are connected with Yoga.

In FRANCIS YEATS-BROWN (Eyre and Spottiswoode. 15s.), by Sir Evelyn Wrench, the author has captured something of the ebullient spirit of this many-sided, sometimes wrong-headed, but intensely alive man of his time.

Miss Dorothy Stimson, who is chairman of the history department in a Baltimore college, has undertaken an impressive task in writing a history of the Royal Society from its foundation by King Charles II to the present day. SCIENTISTS AND AMATEURS (Sigma. 15s.) is a happy choice of title, for it gives an impression at least of the remarkable nature of a society whose members have included some of the great scientific pioneers, men such as Isaac Newton and Edmund Halley, and such distinguished amateurs as Pepys, John D. Rockefeller and, in our own day, Princess Elizabeth.

AN EVER-DWINDLING BODY: Commander C. R. Sharp, the youngest member of the company, addressing the forty-ninth annual dinner of the survivors of the Siege of Ladysmith held at the Victory Club in London. Commander Sharp was a fourteen-year-old midshipman in H.M.S. *Powerful* at the time of the siege. The little town in Natal was relieved on February 28, 1900, after the early efforts of Sir Redvers Buller to raise the siege had proved failures. The garrison locked up in Ladysmith included 12,000 British cavalry, infantry and artillery, and a naval brigade hurried up at the last minute.

Miss Betsey Barton, a young American woman who some years ago broke her back, and suffered paralysis of the legs as a consequence, has written a novel that sets a new mark in the objective regard of suffering.

THE LONG WALK (Gollancz. 10s. 6d.) could be a depressing or an uplifting document, according to one's angle of view. Certainly it is emotional, but that condition may be and probably must be natural in the circumstances, and to be expected. The story is of a vast American hospital devoted to the care of men who suffer from muscular and spinal paralysis. The war is over, and the building is more than three-quarters deserted, yet in one wing there linger on the difficult cases, the all-but-incurable cases, whose spirits rise and sink, and whose hold on "outside" life varies with their hopes of recovery.

The story is grim enough but since it is objectively told, it has very great merit, and is moving without being overwhelming.

NO SNOW IN LATCHING (Methuen. 9s. 6d.) is a quiet country novel about a village which might be in Norfolk and which, although small and remote, has an intense life of its own. Mr. Michael Home, it would seem, knows whereof he writes, since he makes apt use of the local dialect and his characters, although not startling in their originality, or even in their warmth, have the authentic rural deliberateness.

There is an ingenious and, to me, original slant to the collection of short detective stories in THE DEPARTMENT OF DEAD ENDS (Faber and Faber. 9s. 6d.). This lies in the fact that each crime is detailed in full, from its inception to its execution so that it is the detective and not the reader who has to solve the mystery; the reader having, as it were been in at the kill.

The murderers are, without exception, a crafty lot even when their crimes have been more or less unpremeditated. They cover up their traces with astounding completeness, but it is never complete enough for the elephant memories and eagle eyes that obtain in a special department of the Yard. There every detail is tabulated, every material clue stored even when a crime is temporarily docketed and shelved.

Mr. Roy Vickers is not only an inventive but a logical writer in this genre.

Mr. Somerset de Chair's novel about the Middle East concerns a Jewish girl, an Arab child, and two British cavalry officers, and its setting is in turn Palestine, Arabia and Abyssinia during the war. In territory, the scope of the story is immense therefore, though its focal point is in the adventures of one of the officers, a man of exceptional sensibility and, as is eventually proved, courage. THE DOME OF THE ROCK (Falcon Press. 8s. 6d.) shows, more than any particular merit in plot construction or the drawing of character, an unquestionable knowledge of that part of the Middle East which it describes.

WYKEHAMIST HOME TRUTHS

A Candid Story of Winchester

The chances that a history of one of our great public schools written by a member of that school's present teaching staff will be candid and keenly analytical, are remote indeed. Such is the nature of public-school loyalty. The Rev. J. D'E. Firth, Chaplain and Assistant Master at Winchester College, judging, wisely enough, that this is no moment for hanging out faded banners, that people have little time for the "official or sponsored" book, has let nothing deter him from the truth as he sees it in writing WINCHESTER COLLEGE (Winchester Publications. 30s.). He sets the pace well and truly in Chapter I by inveighing against the squeamishness of Moberly, whose soft-pedalling biography of William of Wykeham, the College's founder, did not face the facts—and they were not pretty—of how Wykeham acquired the influence and the means to embark upon his great enterprise. The founder, it appears, was quite content to reap the profits of Southwark lodging-houses of ill-fame. Striding across the centuries to Victorian times, the Rev. Firth still pulls no punches. He tells of the fight of the reformer headmaster, Ridding, the second Founder, against the old order at Winchester, the enemies of progress; and of the extraordinary influence of Charles Wordsworth, Second Master in the first decade of Moberly's reign, nephew of the poet, godson of the Archbishop of Canterbury, and friend of Pusey. "Wordsworth undoubtedly forced the religious pace," declares the author, "and induced the steam-heated atmosphere of a pious clique." The consequences of his pressing boys to make individual confessions of sin were instantaneous and fatal, and Moberly, it seems, had to bear the brunt of them.

Through the '70's and '80's, however, we see the gradual establishment of control and prestige at Winchester, the rise of the modern housemaster, as exemplified by Trant, who built up a new relationship between pupil and teacher, breaking down the barriers of diffidence. The Wykehamist of the '70's and '80's was certainly a bit of a tough nut. Brought up in homes on the whole wealthier, more cultured, more disciplined and more secure than present circumstances permit, "he could often display a cruelty, a brutishness and an irreverence which shock us." Cribbing was rife, it appears, and the buns at Octo's and Louisa's "grub shop" in College Street had to be handed out through wire netting to the grimy, clutching hands of the boys who systematically evaded payment and allowed the trusting Louisa to die in poverty.

Altogether this is an enthralling book for Wykehamist and general reader alike, and, amid all the candid comment, we can read the author's abiding regard for the greatness of the school of which he writes. He has shown how Winchester has grown with the times, and we can well believe that, robust in outlook, it is fully equal to the new social revolution with which it is confronted.

Christopher Morley made his name nearly a quarter of a century ago with his fantasy, THUNDER ON THE LEFT. This mixture of fairy-tale, dream and/or tragedy now appears in a new edition (Faber and Faber. 8s. 6d.). Those who knew it before will find the story quite undated and as refreshing as ever. Another new edition of a best-seller is Frank Dobie's TONGUES OF THE MONTIE, (Hammond and Hammond. 15s.), which first appeared in 1935 and was republished in 1942 under the title of *The Mexico I Like*. Dobie tells of his adventures among the vaqueros in the unspoilt lands of Northern Mexico, quoting freely from the legends and old songs of the Sierra Madre, which he crossed three times on muleback. GOLDEN DAYS, by Romilly Fedden (A. and C. Black. 7s. 6d.), is another old favourite which must be one of the few fishing books read and treasured by many who have never cast a fly. Sir Robert Bruce Lockhart writes an introduction to this new edition.

BEST DOG STORIES (Faber and Faber. 8s. 6d.) is an omnibus volume edited by C. B. Poultney. W. W Jacobs, F. A. Anstey, Jack London and Denis Makail, "Sapper" and Hugh Walpole are among the great names associated with this enterprise. O. Henry's tale, "Ulysses and the Dogman," which has always slightly disgusted dog-lovers, finds an honoured place in this miscellany. How one of the great army of "flunkeys to Fido and toddlers after Towzer" kicked over the traces and sent his "pained outraged, lubberly, bow-legged pudding of a dog" about his business has the true O. Henry touch.

INTERNATIONAL THEATRE (Sampson Low. 10s. 6d.), edited by John Andrews and Ossia Trilling, brings together in one volume a series of varied accounts of developments in the theatre since the war, covering all the major producing countries. J. B. Priestley provides a Postscript.

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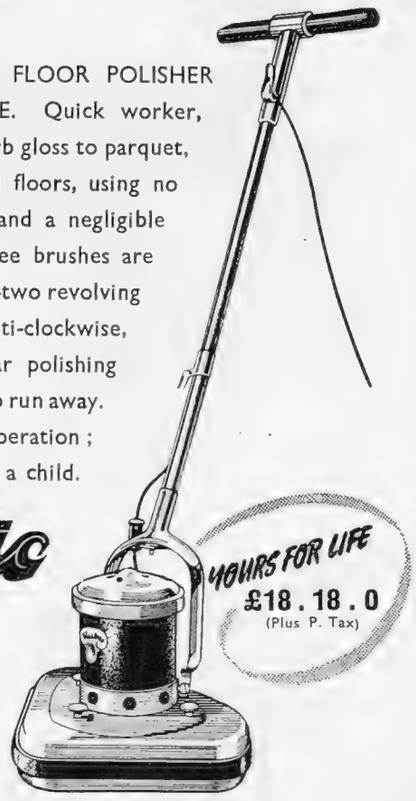

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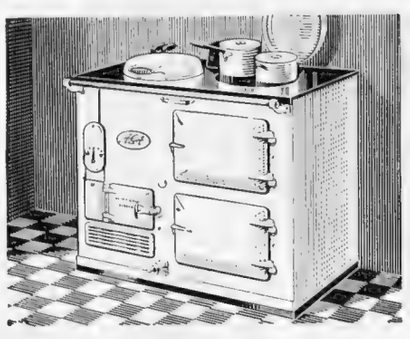

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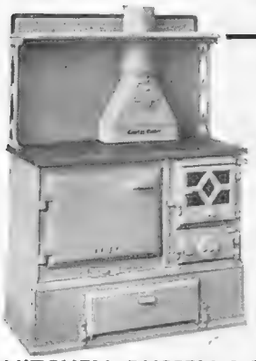

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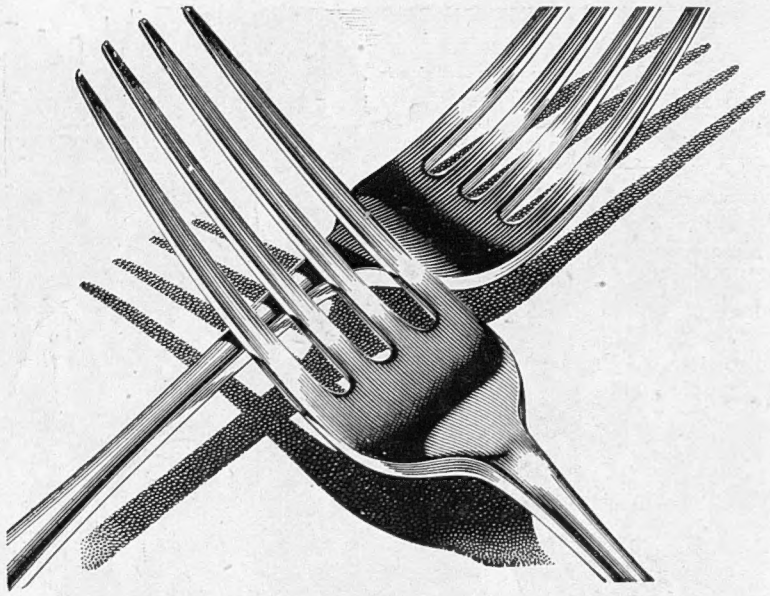

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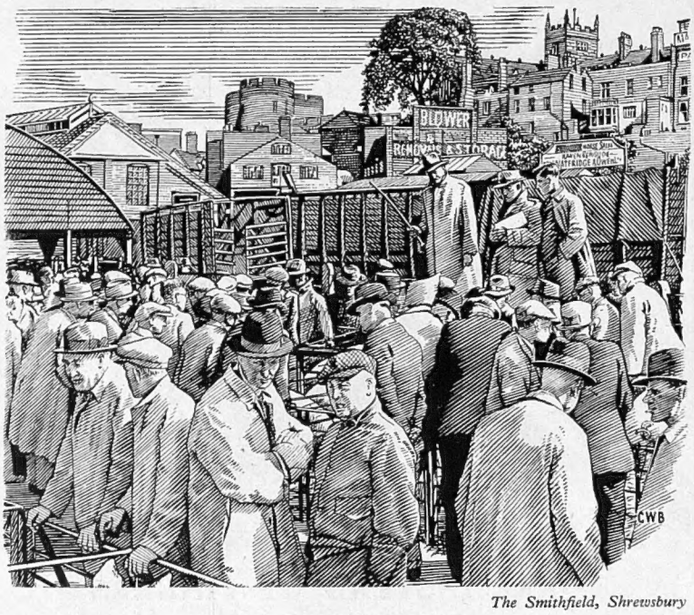

The Smithfield, Shrewsbury

THE ENGLISH COUNTRY market grew up with the land and those who work on it. Produce is sold and needs are supplied through its agency and even in this age of centralisation the farmer still finds much that he values in his own market town.

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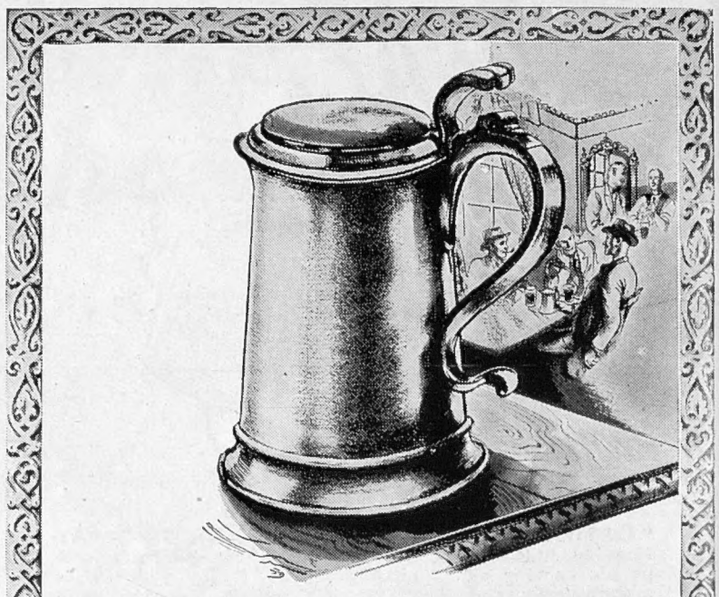

at the friendly inn

It is impossible to imagine a Britain without the good fellowship of her inns. Or an inn without some of the homeliness that comes from pleasant surroundings—good furniture and the craft of glassmaker, of potter and pewterer. Supreme examples of craftsmanship such as the Georgian pewter tankard shown here, were characteristic of our inns. Now they are collectors' pieces. But in their place are other excellent things needing only the blessing of time to become equally prized.

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The electricity rebate

THOSE CONSUMERS who have already paid the surcharge of one third of a penny per unit for three winter months will now pay LESS! The surcharge, introduced at the request of the Government as a means of causing less electricity to be used during Peak Periods, applied only for three months. Following its removal there is also a rebate of one tenth of a penny per unit for nine months, for those who paid the surcharge.

Nevertheless, while the power plant shortage continues we must still use the minimum of electricity during Peak Hours. With the lighter evenings the critical period for economy is in the morning between 8 a.m. and 10 a.m. — and up to noon when the weather is cold. This applies five days a week, Monday to Friday — and, of course, whenever you hear a B.B.C. warning.

"Beware the peak periods"

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Apart from the twenty-five new power stations now being built, major extensions equivalent to new power stations are being made to more than a dozen existing stations. The nation's generating plant capacity is to be increased by more than 40% in four years.

BRITISH ELECTRICITY

March, 1949

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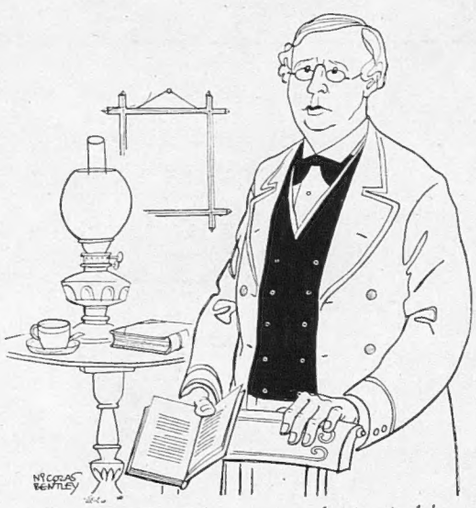

Henry Deacon

was an Englishman who, in 1868, found a new method of obtaining chlorine from hydrochloric acid gas, at that time a by-product of alkali manufacture. His method, known as the "Deacon Process", was eventually used all over the world. Side by side with another process, also invented by an English chemist, Deacon's invention made possible the commercial production of chlorine. This important heavy chemical is used in bleaching, for the manufacture of disinfectants, cleaning fluids and industrial solvents. Municipalities employ it for sterilising water supplies. Chlorine and its derivatives are essential to the chemical engineering and textile industries.

Deacon was born in London in 1822. His parents were extremely poor, but they were fortunate in enjoying the friendship of Michael Faraday. The great scientist took upon himself the supervision of the boy's brief education at a Quaker school in Tottenham. He left at the age of 14, and was apprenticed to an engineering firm, but soon afterwards it went bankrupt. He then moved to Lancashire, having his indentures transferred to Nasmyth and Gaskell, but at the age of 26 forsook engineering to become manager of Pilkington Brothers' glass-works at St. Helens. He abandoned glass a few years later when offered the managership of a small alkali works at Widnes. Subsequently he set up works of his own in partnership with William Pilkington and later with Gaskell—his former employers. He died of typhoid at the comparatively early age of 54.

ICI

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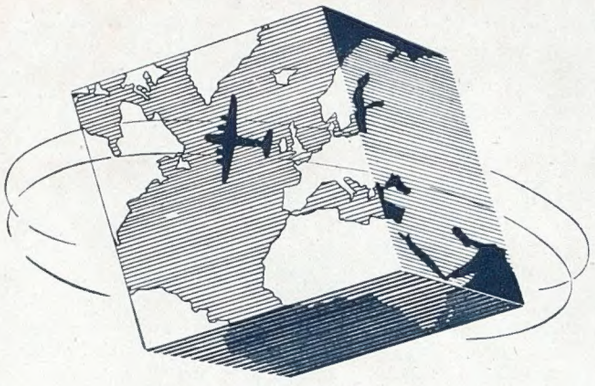

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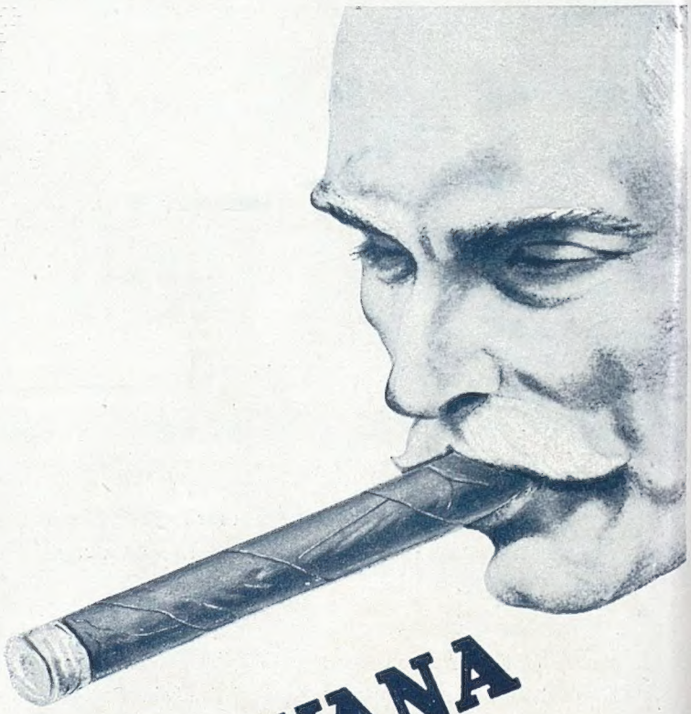

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